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WYMOND WALKEM'S '36 INDIAN

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From our **"Weddings From Hell"** File: A bride-to-be in Greece had a nervous breakdown the night before her wedding. Seems she brought some friends to her new home to show off her gown and discovered the groom in the arms of his best man. "What really upset her was that he was wearing her wedding dress when she caught him in their own bed," said a police officer. Apparently he hastily took off and now no one can find him, though I can't understand why anyone would want to (except maybe the best man).

A shopping mall in Wales found that the most effective way of keeping teenagers from loitering around its entrances was to play **Bing Crosby recordings** and install pink fluorescent lights that highlight pimples. (Now that's pure genius.)

Leg-wettin' Animal Facts: Did you know that porcupines float in water? (Wonder if they float in beer?) The longest recorded flight of a chicken is 13 seconds. Cat pee glows under black lights **(Impress your friends.)** A hummingbird weighs less than a penny. And here's my favorite: a cockroach can live several weeks with its head cut off—it dies of starvation.

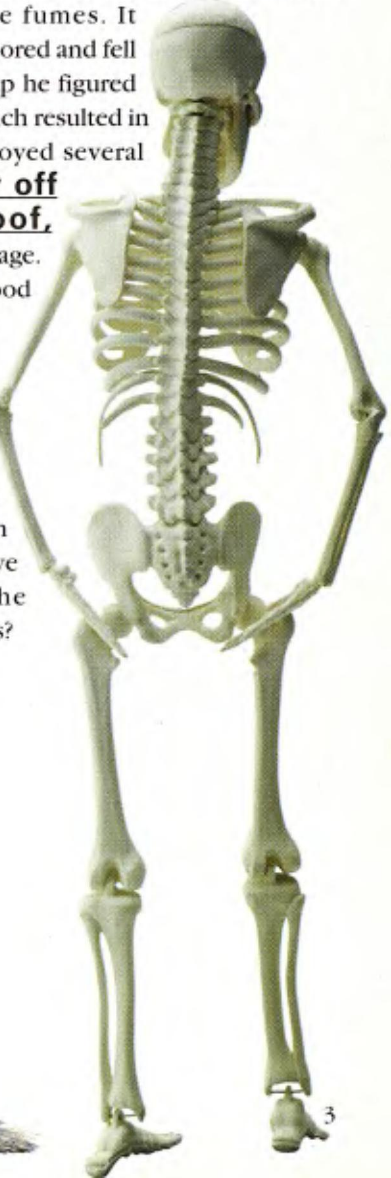
Speaking of animals, a rustler in Trinidad escaped the police but left the spoils in disguise—but not disguised enough to escape detection. In the rustler's abandoned vehicle, **a sheep was wearing a dress** and three goats were all wearing shirts and pants. ("But Officer, this is my Uncle Wooly!")

Here's a handy helpful hint: A man was choking on some food. He fell unconscious and his family called emergency services. The paramedic at the other end of the line instructed the man's daughter to put a vacuum cleaner nozzle into the man's mouth and **turn the vacuum on.** She did—and out popped the food!

Fresh from our "Useless Facts" Department: Did you know that most lipstick contains fish scales? (At last, women can blame that smell on something.) More people use blue toothbrushes than red ones. And this just in ... The Earth weighs around **6,588,000,000,000,000,000,000 tons!** Maybe we should all go on a diet.

This guy wanted to kill himself so he opened a gas valve to inhale the fumes. It didn't work, and he got bored and fell asleep. When he woke up he figured he'd have a cigarette, which resulted in an explosion that destroyed several apartments and **blew off the building's roof,** causing $500,000 in damage. (Now he *really* has a good reason to do himself in.)

And we leave you with this twisted thought: Every human is born with 300 bones, but by the time you reach adulthood, you only have **206 bones left.** Who the hell is stealing our bones?



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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 318 • DECEMBER 1999

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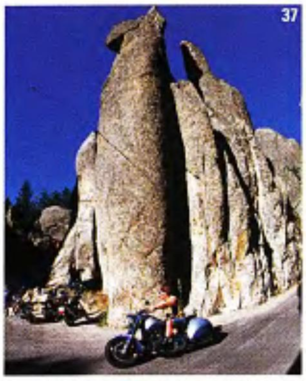

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Cover photos: Celenea by Raiko Hartman; Jack Sprague's Speedway Softail and Wymond Walkem's pristine 1936 Indian by Michael Lichter. Imaging by Jeff Biggs.

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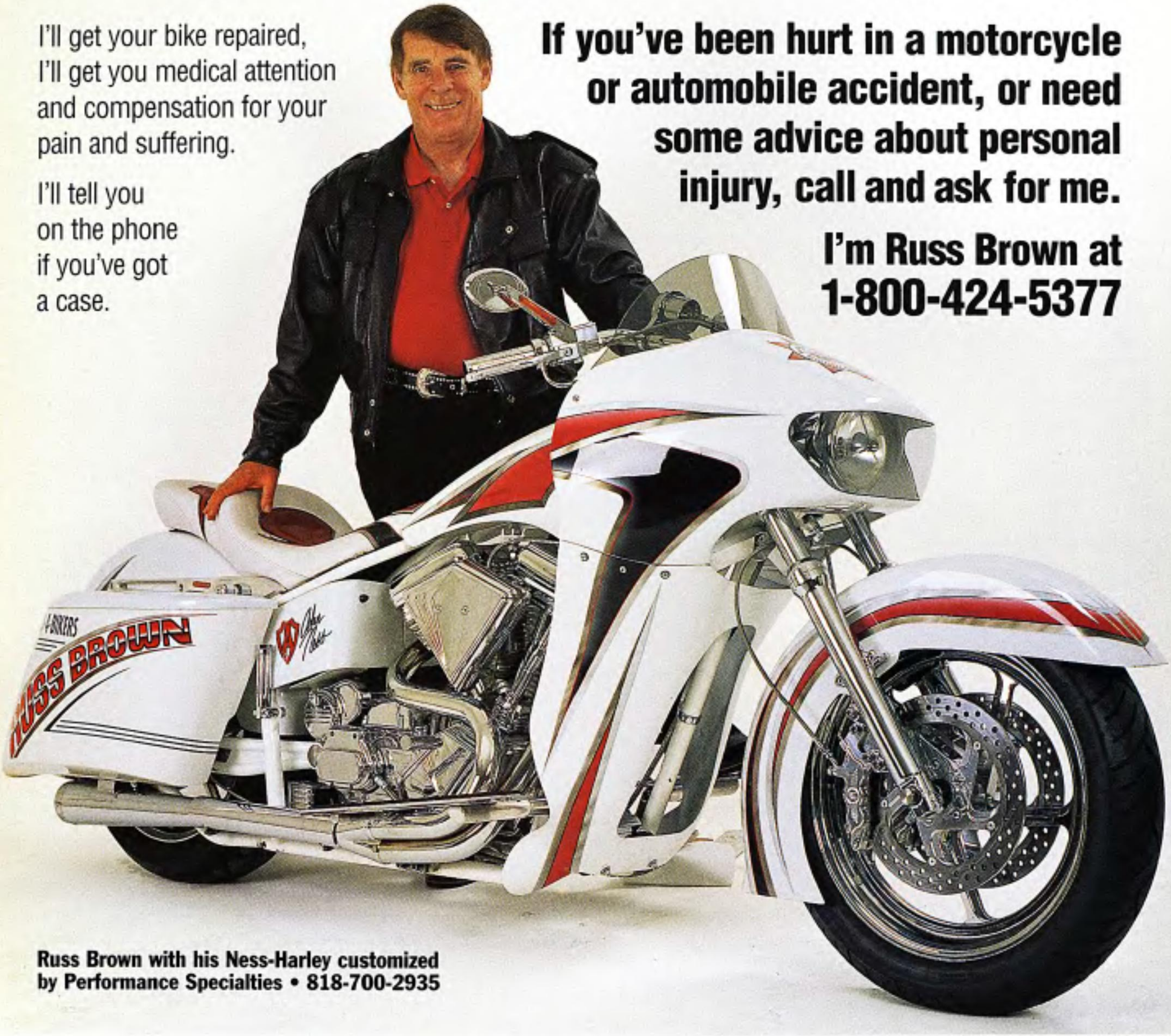

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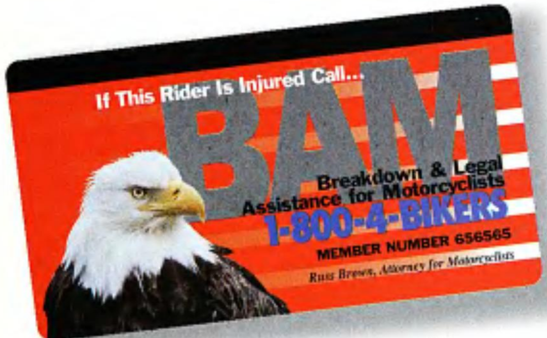

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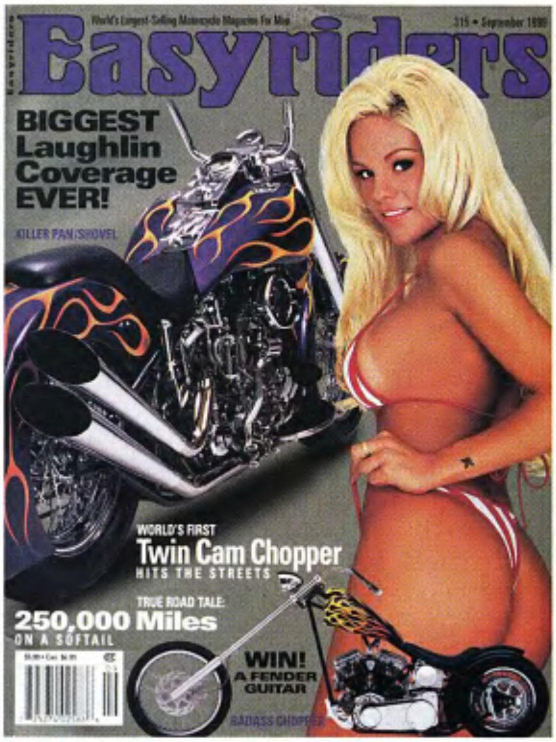


She Looked Familiar

Man, you guys almost got away with it, didn't you? As I opened my Sept. '99 issue (#315), I thought the blonde on the cover looked familiar. I could have sworn I had seen her in a porno movie. So I went through my porno collection and found her under the name Shay Sweet. The flower tattoo on her arm gave her away.

What are you guys trying to pull? Don't you think bikers watch porno movies? It says in the contents her name is Kristy. Is that her real name or what?

Don't get me wrong. I'm not bitchin'. September's issue was top drawer as usual, but please fill me in.

Douche Bag
Frazeysburg, Ohio

Ahh, Douche Bag, what's in a name? Would a dog turd painted purple still not stink? The only thing we're tryin' to pull around here is our puds. As for tryin' to fill you in, I don't think there's time enough in this lifetime.

A Believer

This is in response to "Good Ol' Days Gone" in the August '99 issue.

I live in the Upper Peninsula of Michigan. My ol' man and I were broke down on the side of the road and within 10-15 minutes we had five cars and bikes stop to see if they could help.

Maybe it just depends on where you live as to whether or not people still believe in brotherhood. It only takes one person to believe.

Sherri
Escanaba, Michigan

Collector's Item?

I have an uncut sheet of 100 Harley-Davidson cards that I would like to sell. Anyone out there interested?

Michael Yates
South Holland, Illinois

In Defense of Sportsters ... Again

Every page of the August '99 issue was great, but I have to comment on the *Little Big Bike: Pro Street Sporty* feature. Mike Scaffidi has succeeded in building a beautiful custom bike but for all the wrong reasons. Why? Because he was "taking heat" from a few idiots who think Sportsters are girls' bikes.

Hey, Mike, haven't you figured out that the wingnuts who spew that kind of garbage are pretty ignorant about motorcycles in general, and/or they're the type who just like to put other people down. Either way, they're not true bikers. The Sportster is Harley's longest-running and most consistently successful model. So what if more women are riding them? These days I see as many women riding Dynas and Fat Boys ... I guess those are for girls too! Real bikers just appreciate more women enjoying the sport from the driver's seat. Aside from the fact that some of us really like the classic lines and no-nonsense look of the Sportster, they can be a great ride and can be made very fast with relatively little investment.

And, finally, while I like the fact that they're made in America, I say ride what you like and don't listen to the idiots and snobs. In the long run you'll be happier making your own choices and you might end up with some money left over.

Eric "Sacto" Sakach
Orangevale, California

Christmas Gift

You're looking at one-year-old Taylor Michael Lee. This fifth-generation biker hails from Sarasota, Florida, and he's waiting for his daddy to come home. We know that E-4 David Lee is in Bosnia doing his duty for Uncle Sam and won't be able to see his son for Christmas. David hasn't seen Taylor here since he was two months old. We know you read *Easyriders,* so Merry Christmas, David Lee and keep your spirits high. Your son, your family, and your country are waiting for you to come home.

—Your friends at *Easyriders*

Praise Well Deserved

I need to get this to you in the hope that you will print it. I have to praise some people who deserve it, and if I don't do it now, I'll become an asshole and never get to it.

I had left my house one Tuesday morning on my '87 Sportster and was headed to the sixth annual Canadian Rally in Winnipeg. Well, three hours into my trip my bike started making some heart-stopping noises from the primary. Luckily, I was at a gas station, and eventually a towing company was called.

Pretty soon I met Ike from Komark's Towing (616-962-6127). He handled my bike with care and took me to "Hawg Shop Plus" (616-964-2947) where I met "Tank."

Tank was already working on a bike but stopped what he was doing, took it off the lift, put my bike on the lift, and got right to work on it.

After I told him what the trouble was and finding out that the primary was low on oil, he proceeded to tear into it and even told me if I wanted to save some money, I could work on pulling various parts off the drive side. I thought that was pretty nice of him.

Soon we got to the tranny where he showed me how bad I had screwed it up. He tried to get parts close by but no such luck, so we had to order them. His buddy that he orders from finally got the parts from the factory (after a two-week wait!).

After he went out of his way, I figured the least I could do was to let him do the work. I would rather give him the money instead of some yuppie dealer. Thanks, Tank!

Some other folks I met at Tank's shop were Pete, Jugghead, and Jim (he later claimed to be "Gentleman Jim"). Jim went out of his way and offered me a ride home—we're talking six hours round-trip for someone he didn't know. Despite the fact that he "didn't have anything else to do," I still thought it was very nice of him to offer.

After Tank closed shop, Jim took me to the bar where I met Jimmy Lee, Larry and his wife, Big Ma Ma, Sharon, Dee, and some others.

Thanks for an educational evening, Jim. No matter where I live, you will have a place to crash. That goes for Tank, Pete, Jugghead, and the others I met through Jim.

Please get these praises printed. (Oh yeah, Tank's shop and Komark's Towing is in/near Battle Creek, Michigan.)

Ken Marshall
Lexington, Michigan

He's Informed

I enjoyed the shit out of the VIN files articles. They were very informative and helped answer some questions I've had for a long time. Great work, guys. Keep it up.

Rainman
Three Springs, Pennsylvania.

Stinky Thoughts

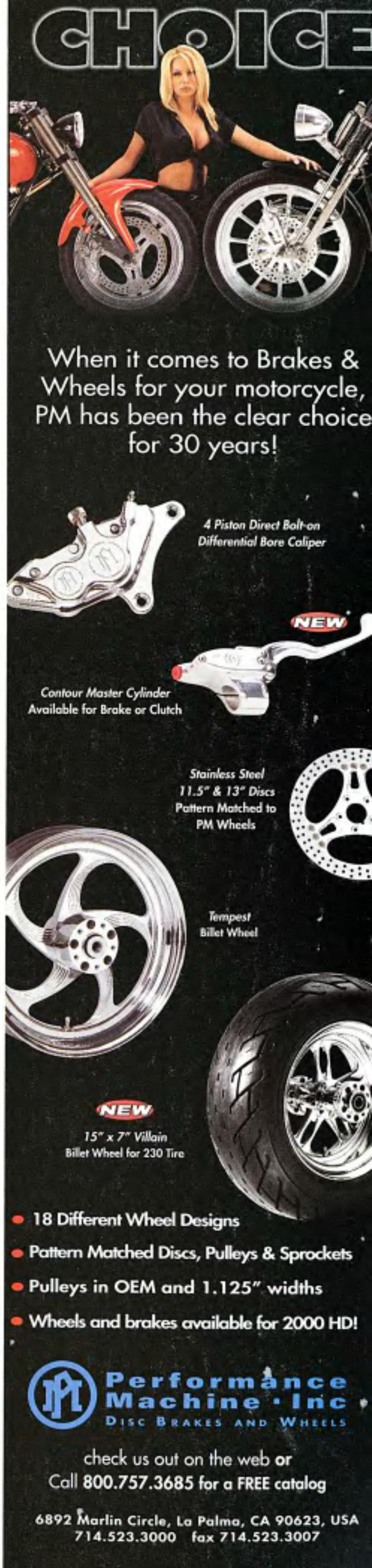
Lately I've heard some bros say that Easyriders has gone yuppie but I don't see it. Your September issue (#315) had some great stories like the one about the Captain for Dark Mornings. It also had two killer Panheads and a wild Shovel. Just keep doin' what you're doin'.

Stinky
Kinston, North Carolina

Likes Big 'Uns

I need to see more big ol' nipples! Big ol' big 'uns the size of chicken pot pies! But no hair on 'em. I hate hairy nipples.

Brick Thomas
Eugene, Oregon



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TUFFENUFF
READ ABOUT WYMOND WALKEM'S '36 INDIAN AND WIN A SCHOLARSHIP TO MMI

Longtime *Easyriders* readers will remember the name Wymond Walkem. This brother of the road has built more drop-dead-gorgeous scooters than this reporter has big, lumpy hemorrhoids. In the past 20 years, the Canadian customizer has owned dozens of far-out fabricated bikes and continues to design and create one-of-a-kind sleds from his shop, Walkem's Cycle in Georgetown, Ontario.

When we judged the bikes last year at our Easyriders Invitational Bike Show in Columbus, Ohio, we stopped dead in our tracks when we came upon this wineberry red 1936 Indian Chief that had been given the Walkem treatment.

Wymond is a winner for creating this rolling masterpiece, and now *you* can be a winner, too. Read this bike feature carefully and fill in the blanks in the tech chart. Send us the completed chart along with a few words (100 or less) telling us why you deserve to win a scholarship to the Motorcycle Mechanic's Institute (MMI). This is a contest that can change your life ... as well as your occupation. The scholarship is for 45 weeks of training, and the winner can elect to take the pre-requisite Harley-Davidson Technician Program plus 12 weeks of training in either the Late Model Program, or six weeks of training in the Early Model Program and six weeks in Engine Rebuild and Performance Program. We'll pick a winner in a few months and one lucky bro or broette will be on his/her way to becoming a Harley mechanic, thanks to the MMI and Easyriders. Yeah, we're making it hard on ya by asking you to fill in the details in the chart just so you can learn to wrench on Harleys. Hey, that's the Easyriders way.

Now on with the meat and potatoes. Like most of Wymond's creative cycles, this nasty li'l street burner-upper began as a collection of parts and a wild imagination. Our bro noodled and noodled until his noodle was sore. "I wanted to build something that didn't look like every other bike out there," Wymond told us. "I didn't care what reaction I got or how it would go over; I just wanted to build an Indian. Hell, someday I'd like to chop an Indian in-line four. Wouldn't that be something?" His strict American-made standards and love of kickstart motorcycles is legendary, and his ability to restore vintage Indians led to his building of six Indians for the Ford Motor Company and many other lovers of American ingenuity.

This whole project began taking form when a dude brought in the 1936 Indian frame as a partial payment for work on his scoot. The original Indian Chief tanks wandered into the shop when some brothers wanted to trade for a paint job. Wymond took the choicest motor stuff from his dusty—I mean, trusty—collection and got out his wrenches. The mill for the Chief first fired in 1946 but has been beefed up to 93 cubic inches with S&S wheels,

Carrillo rods, and a few secret Walkem goodies. The dual carbs are ... ah, I'm not giving that away. You'll have to do your homework to win this MMI contest. I *will* tell you that there are a few Harley parts on this bad-to-da-bone chopper, but you'll have to figure out what they are on your own.

You can bet that Wymond will ride his next custom bike to Columbus and thrill us all again with his life-long passion for building motorcycles filled with heart and soul. Chances are also good that he'll keep on winning bike shows.

What about you? Do you have the stuff to win our MMI contest? Fill in the blue underlines in the tech chart on the next page and send it in to us along with a rundown on why you would rather be a Harley mechanic than breathe or have sex with this month's Fox Hunt winner. Send your entry to:

MMI Contest
Easyriders Magazine, P.O. Box 3000
Agoura Hills, CA 91376-3000

(Scholarship value is $10,805 used for tuition only. The winner can take the courses at either MMI locations: Phoenix, Arizona, or Orlando, Florida. And listen, we ain't payin' for your transportation, food, lodgings, or tools ... got it?) *—Phantom Dave*

Owner: Wymond Walkem
City: Georgetown, Ontario

General

Fabrication: owner
Year/make:
Model:
Assembly: Walkem's Cycle
Chroming: The Chrome Pit

Engine

Year: 1946
Model:
Rebuilder: Walkem's Cycle
Ignition: Edison single-fire mag
Displacement:
Lower end: S&S wheels/ Carrillo rods
Balancing: Walkem's
Pistons: very special
Cases: Indian
Heads: machined at Walkem's
Cam: Shunk
Lifters: lightened
Carb:
Air cleaner: Indian
Pipes: handmade by Walkem's

Transmission

Year: 1930 to '53
Modifications: undercut gears
Shifting:
Engine sprocket: stock
Trans sprocket: 27-tooth
Wheel sprocket:

Painting

Molding: Sean
Painter: Ken Kay
Color/type: wineberry/ House of Kolor

Frame

Year: 1936
Builder: Indian
Type:
Rake: stock
Stretch: stock
Shocks:
Other alterations: widened 8 inches

Accessories

Bars:
Risers: Flanders
Handlebar controls: Sifton
Fenders: Jesse James
Headlight: McKee
Taillight:
Speedo: none
Dash: none
Front pegs:
Rear pegs: none
Electrics:
Foot controls: modified Indian
Gas tank: 1934 Indian stretched four inches
Oil tank: internal oil/gas tank
Oil system:
Primary cover: 1932 Indian
Seat: very small by Tim's Trim
Mirrors: four inch custom
Grips: 1929 Indian

Forks

Type:
Extension: two inches under
Builder:

Wheels

Front

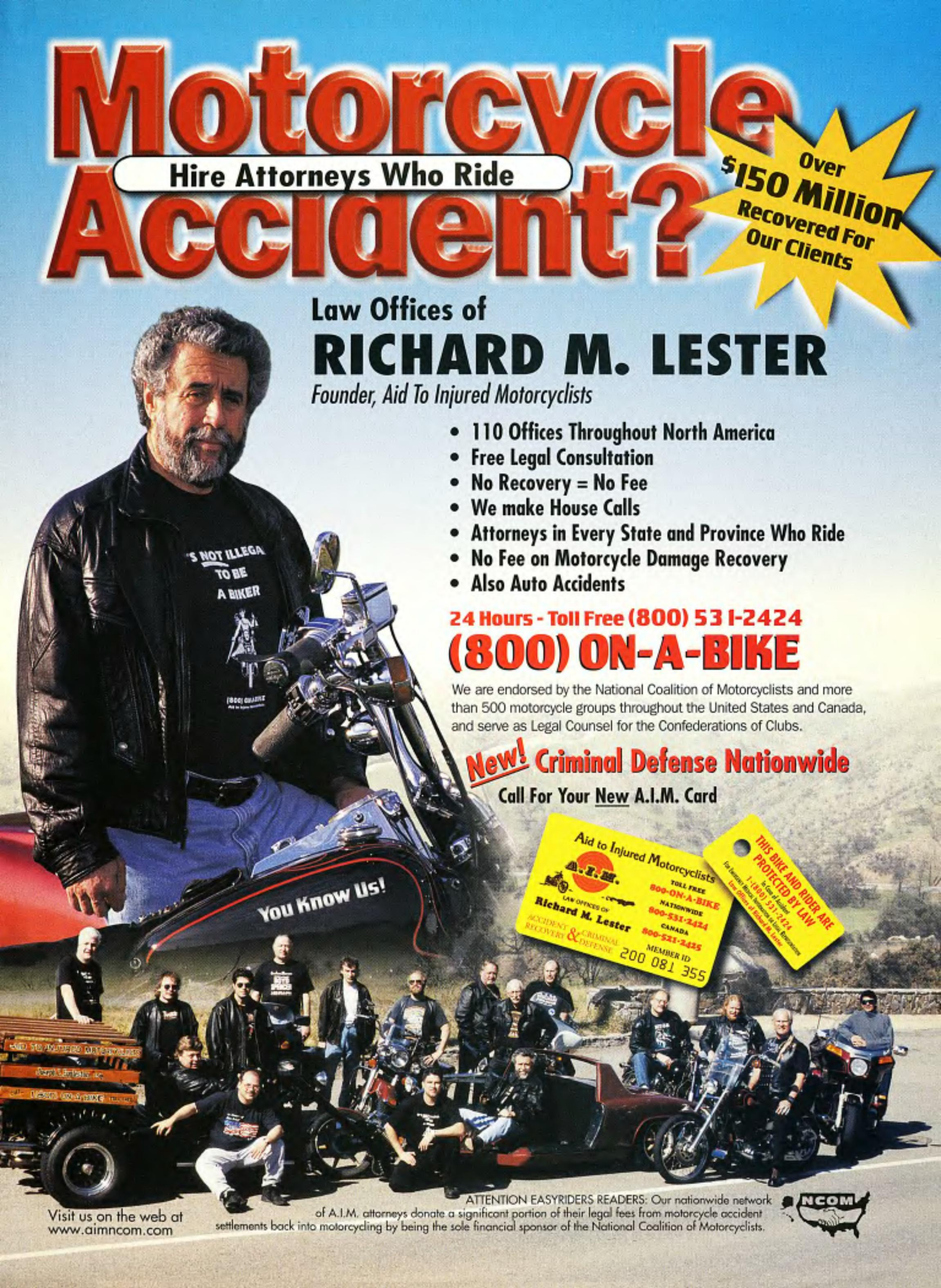
Size: 16-inch
Hub: H-D
Rim width: 2.5 inches
Tire:
Brake: Harmon

Rear

Size: 16-inch
Hub: H-D
Rim width: 6 inches
Tire: Avon
Brake: Performance Machine

Photos: Michael Lichter

KY
Steamy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PartsBox

Skullduggery

Nothing says Christmas like skulls, and these quality skull bolts tell the world that you're ready for a little head. Ho, Ho, urk! Sorry. Sold in packs of four by Mother's Custom Cycles, these nasty beauties are actually hand-dipped elf skulls and look great as license plate holders. It's hard to find elves, and that makes these super rare ... honest. Mother's Products are available through Drag Specialties, Biker's Choice, Chrome Specialties, and MID-USA. Mother's Custom Cycles • (303) 698-1121 • www.motherscustomcycles.com

Here's One From Santa

The folks at Maverick Mountain have a winner here. These Sidewinder Polartec-lined jeans, with that warm red fleece inside, will keep you warm on those cold winter rides. And these puppies breathe so you don't slosh around in them either. Yep, you can bet Big Nick owns at least one pair of Sidewinders (though we didn't find any snakes in 'em, despite the name). Available for bros and broettes through Maverick Mtn. Call 'em toll free at (800) 822-4212.

Behind Bars

Here's the latest two-wheeled art from Eric Herrmann. You know Eric; he's the dude who rides around on his sudsy red bike at all the bike events and hangs out at the Camel Roadhouse. Eric's latest stocking stuffer is called "Behind Bars," in honor of the '99 Laughlin River Run. This view of life from the barkeep's perspective doesn't show his hand on a sawed-off behind the bar, but that's OK, it's still a cool painting. Eric did throw in a few grasshoppers to remind riders of all the little green critters they had to ride through this year. Signed and numbered prints are available by calling (602) 482-1421 or on the Web at www.ericherrmannsturdios.com.

Stretch On Out

MID-USA now offers these first rate billet forward control kits from Excel Components. Each aluminum piece has been hand polished. Designed for the long ride, these kits are available with quick shift kits and heel/toe shifter for quicker shifts. Black anodized available for big twins, 4-speed, Softail, and FXR models. Available at fine moto-emporiums. MID-USA • (800) 632-0024 • www.mid-usa.com

Name Your Spokes

Now you can have your choice of 40-, 60-, or 80-spoke wheel assemblies, thanks to Drag Specialties. These high-quality, American-made assemblies come with billet-chrome aluminum hubs and polished stainless steel spokes with smooth custom nipples. Love those smooth custom nipples. Bearings, seals and center spacer are included but not installed, so you can set bearing end play to your specs. Available for most popular models at your friendly neighborhood bike shop. Drag Specialties • (800) 222-3400 • www.dragspecialties.com

Hidden Treasures

This just in! Fresh from the super secret R&D unit hidden deep beneath the Performance Machine compound comes the ultimate in Drive Side Brakes! You heard right, Bunky; designed from the ground up to provide power and style as only P.M. can, you get a clean look at your killer-looking exposed custom wheel. Four-piston caliper and bracket are available in machine finish, polished, or chromed. Requires Softail-style rear end and Performance Machine billet wheel and pulley. Performance Machine • (714) 523-3000 • info@performance-machine.com • www.performance-machine.com

HARLEY-DAVIDSON® IN ASSOCIATION WITH FRANKLIN MINT PRECISION MODELS PRESENTS

From the Movie Easy Rider™

The Billy Bike

Shown smaller than actual size of 9⅜" (23.81 cm) in length. Scale 1:10.

The only authorized precision model of one of the most famous motorcycles of all time. Re-created in astonishing detail. Capturing every awesome feature of the original.

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It is the symbol of the freewheeling spirit of the Sixties. The customized Harley-Davidson® Panhead ridden by Billy in the classic motion picture *Easy Rider.*™ Here was the motorcycle that made freedom roar for an entire generation. And this precision-engineered 1:10 scale replica is the *only model authorized by Harley-Davidson® based directly on the one-of-a-kind replica of the original.* Assembled by hand to capture every astonishing feature. The fully detailed engine is accurate right down to each spark plug wire. The T-handle-bars and sissy bar put you right on the rider's seat.

And it's packed with true-to-life operating features, such as a functional front suspension, working kickstand, wheels that roll and brake pedal that actually pivots! Painted by hand in the authentic colors, and yours complete with a scale safari hat, just like the one worn by Billy in the movie.

Just $135, payable in convenient monthly installments. **SATISFACTION GUARANTEED.** If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

Franklin Mint Precision Models
Franklin Center, PA 19091-0001

Please enter my order for the only authorized model of The Billy Bike from the movie *Easy Rider.*™

I need SEND NO MONEY NOW. I will be billed for my model in 5 equal monthly installments of $27* each, with the first payment due prior to shipment.

*Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.

SIGNATURE ____________________

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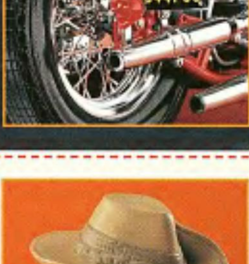

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Please mail by December 31, 1999.

MR/MRS/MISS ____________________
PLEASE PRINT CLEARLY.

ADDRESS ____________________ APT. # ______

CITY/STATE ____________________ ZIP ______

TELEPHONE # (______) ____________________

20774-60-001

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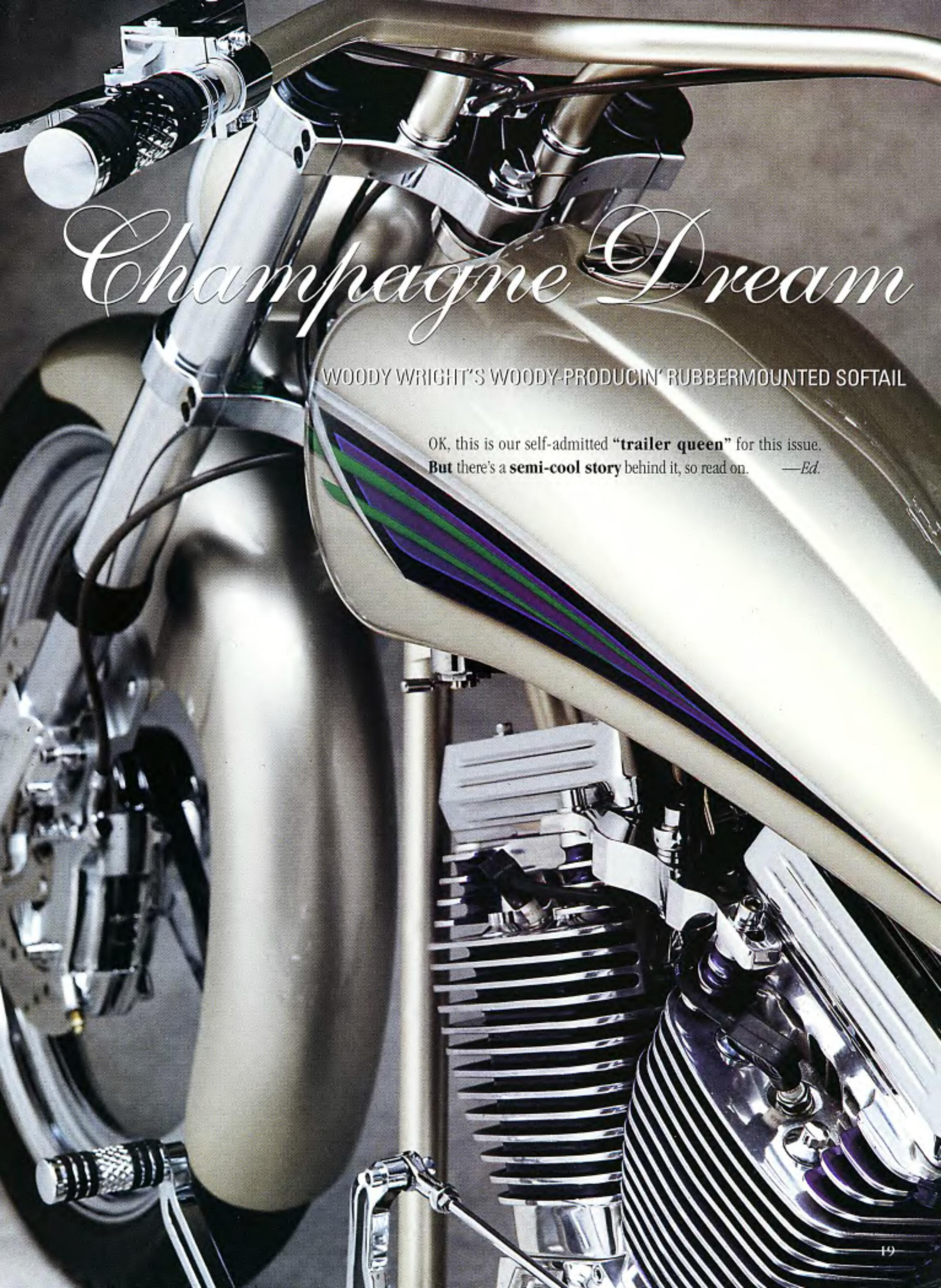
Hurry ... This Offer "Wraps Up" December 15 at Your Genuine Harley-Davidson® Dealer!

Limited-time offer while supplies last at participating dealers only. One set per customer. Not valid with any other promotions or discounts.

Champagne Dream

WOODY WRIGHT'S WOODY-PRODUCIN' RUBBERMOUNTED SOFTAIL

OK, this is our self-admitted **"trailer queen"** for this issue. **But** there's a **semi-cool story** behind it, so read on. —*Ed.*



It is better to give than to receive. That's a hard position to defend when you consider this bike was a present. Actually, it was an anniversary gift to Woody Wright from his wife, Nancy. (No, fellas, I don't know if she has a sister.)

It seems Mark Warrick of Soncy Road Body Shop had several bikes on display at the Oklahoma regional H.O.G. Rally. This champagne custom is similar to one of the display bikes that, says Woody, "I evidently paid too much attention to." Nancy met with Mark on the sly and commissioned him to build a copy of the bike.

"My wife's greatest joy in life is giving gifts," says Woody, "but she's terrible at keeping it a surprise." Around the time of their anniversary she started hinting at possible color options and pretty soon the cat was out of the bag. It's a good thing, too. The motorcycle you see here is not the same bike that caught Woody's attention. "That was a very radical custom," he says, laughing. "I don't need that hot of a bike."

Luckily, the bike wasn't far enough along that Woody couldn't offer a few suggestions. Basically he wanted a rubbermounted Softail with an understated elegance. After that it was all up to Mark at Soncy. To call the bike clean is like calling King Kong a cute little monkey. Nothing was compromised for the aesthetics of this slick ride. The rear brake was moved to the left side, and the fender struts were hidden to expose the swingarm, the signature of a Softail-styled bike. Mark used a Gambler frame to get the

rubbermounted requirement, then customized the tank, fenders, lights ... Mark even customized the handlebars to fit what Woody admits is a not-to-tall-stature.

Woody finally saw the completed product on October 31 in Dallas, the same day the Easyriders Bike Show opened. His faith in Mark's talent was well founded as he took second Best of Show in the Judged Class. Woody told us that, for now, this Champagne Dream is mainly a show bike (no shit!), and that while he loves to take her out on the road, "Every time I take it for a ride before a show I pay for it." His most recent lesson came when he melted his boot heel to the exhaust a week before a show.

But like underground artist Robt. Williams says, "If it matches the couch

... it ain't art!" and if it just sits in a glass case and you can't ride it every day, who needs it! Woody's everyday rider is a '95 Dyna Wide Glide. He often rides with his wife, who pilots her own '96 Wide Glide. This riding family includes the couple's two sons, Robbie and Rudy, who putt around on a '94 Dyna and a '88 Softail Custom, respectively.

A self-proclaimed family man, Woody's in heaven when the whole family rides together. "When we ride we seem to have more in common between the generations," he says. Ain't it the truth.

So now that we all have a warm fuzzy feelin' goin', I'd like to wish you all a Merry Christmas and may you all receive the gift of a custom bike this year ... or maybe at least a part for one.

—Jim Parker

Owner: Woody Wright
City: Tyler, Texas

General

Fabrication: Soncy Road Body Shop
Year/make: 1998 custom
Model: Softail
Assembly: Soncy Road Body Shop
Chroming: Pierless Plating

Engine

Year/model: 1998 Evo
Rebuilder: Total Performance
Ignition: Crane Hi-4
Displacement: 89 cubic inches
Lower end: S&S
Pistons: S&S
Cases: Total Performance
Heads: Edelbrock
Cam: Andrews
Carb: Mikuni
Pipes: Samson

Transmission

Year: 1998
Modifications: Andrews gears, billet primary

Paint

Molding: Soncy Road Body Shop
Painter: Soncy
Color/type: champagne/Dupont

Frame

Year: 1998
Type: rubbermounted Softail-type
Builder: Gambler
Shocks: Progressive Suspension
Modifications: 36-degree rake, 2-inch stretch, custom sheet metal

Accessories

Bars: Soncy
Handlebar controls: Perf. Machine
Fenders: Soncy
Headlight: Custom Chrome
Taillight: Soncy
Pegs: Ness
Foot controls: P.M.
Electrics: Soncy
Gas tank: Soncy
Oil tank: Soncy
Oil system: Soncy
Primary cover: Billet 4-U
Seat: Fox Custom Seats
Mirrors: none
Grips: Ness

Forks

Type: wide glide
Builder: Ceriani

Wheels

Front

Type: Boyd's
Size: 21-inch
Tire: Avon
Brake: Performance Machine

Rear

Type: Boyd's
Size: 17-inch
Tire: Avon
Brake: Performance Machine

Photos: Michael Lichter

2ND BEST OF SHOW: JUDGED CLASS
Easyriders Bike Show, Dallas, Texas, Oct. 31, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 2000.

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1999 Toy Runs

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Huns MC Toys For Tots
Date: November 27
Place: Buddy's Bar, Wetstone
Info: (520) 378-4335

Loners MC/Yavapai ABATE Toy Run
Date: November 27
Place: Prescott
Info: (520) 649-2663

MMA Northern Arizona Dist. Toys For Tots Run
Date: December 4
Place: Page
Info: Scooter (520) 645-3294

River Riders MC Toys For Tots Run
Date: December 6
Place: Lake Havasu City
Info: Foto Joe (520) 453-3686, Alley (520) 453-1640

Sun Riders MC Toy Run
Date: December 12
Place: Tucson
Info: (520) 574-3024, www.sunriders.com

Hells Angel MC Toy Run
Date: December 19
Place: Tempe
Info: (602) 967-7948

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

Toys For Tots Parade
Date: December 4
Place: Little Rock
Info: (501) 562-6336

Toys For Tots Run
Date: December 5
Place: Fayetteville
Info: (501) 751-0435

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387
Local #6 Toy Run
Date: November 28
Place: South Shores Park, San Diego
Info: (619) 273-4633

Toy Run
Date: December 5
Place: Pomona
Info: (909) 985-4095

Local #12 Toy Run
Date: December 11
Place: Sonoma Fairgrounds, Petaluma
Info: Steve (707) 763-9251, Edward (707) 778-1230

MMA/Salvation Army, Toys for Tots Toy Run
Date: December 11
Place: Sacramento
Info: (916) 442-4727

Locals 2, 3, 23, 42 Toy Run
Date: December 12
Place: Ventura
Info: (805) 494-3287, (805) 484-1607

Local #1 Skid Row LA Toy Ride
Date: December 11
Place: Glendale H-D
Info: Peter (800) 866-6601, Richard (818) 246-5618, ext. 108

Tijuana Toy Run, sponsored by South Coast H-D and Solo Angels
Date: December 19
Place: Chula Vista
Info: (619) 420-7000

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Conn. Motorcycle Riders Association
Info: (860) 588-6666

Gift & Toy Run for Handicapped Kids
Date: November 7
Place: Waterford
Info: (860) 445-9745

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

New Castle County Chapter Toy Run
Date: Nov. 7
Info: (302) 731-0455

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Warlocks MC Toy Run
Date: December 4
Place: Cocoa
Info: Ed (407) 254-8792

Suncoast Toys For Tots
Date: December 5
Place: Pinellas
Info: Louie (727) 532-6772

Brevard County Toy Run for the Shriners
Date: December 5
Info: saint1@digital.net

Toys In The Sun Run
Date: December 5
Place: Ft. Lauderdale
Info: (954) 316-9545

Lightning Chapter Toy Run
Date: December 12
Place: Orlando
Info: (407) 282-5883

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

District 2 Old Dude Memorial Toy Run
Date: November 13
Info: Bobby (770) 532-1740

District 5 Pre-Run for Toy Run
Date: November 13
Info: Bill (770) 922-5132

Dist. 13 Toy/Food Run
Date: November 20
Info: Jim (912) 271-1570

Gus Singleton Memorial State Toy Run
Date: November 14
Place: Atlanta
Info: (404) 294-8900

District 3 Toy Run
Date: November 21
Info: (770) 442-1780

District 7 Toy Run
Date: November 27
Info: (912) 474-1033

District 5 Salvation Army Toy Run
Date: December 4
Info: Bill (770) 922-5132

District 10 Toy Run
Date: December 4
Info: (912) 374-6256

District 11/Wingman MC Toy Run
Date: December 4
Place: Savannah
Info: Junkyard Jackson (912) 354-4806

Macon H.O.G. Toy Run
Date: December 4
Place: Macon H-D
Info: (912) 923-8750

District 8 Toy Run
Date: December 11
Info: (912) 374-6256

District 15 Toy Run
Date: December 11
Info: Chris (912) 638-4665

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Fulton Co. Toy Run
Date: November 13
Info: phedden@netins.net

Central Ill. Toy Run
Date: November 13
Place: Monmouth
Info: (309) 342-6743

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Region 4 Toy Run
Date: November 7
Info: (765) 448-2765

Reg. 2 Toys For Tots Run
Date: November 13
Info: (219) 759-5193

Reg.3 Pool Tourney/Toy Drive
Date: November 13
Info: (765) 628-7446

Reg. 1 Toys For Tots Run
Date: November 21
Info: (219) 223-8883

Reg. 2 Toys For Tots Run
Date: November 27
Info: (219) 759-5193

Reg. 2 Toys For Tots Run
Date: December 4
Info: (219) 759-5193

Reg. 13 Toys For Tots Run
Date: December 4
Info: (812) 886-6943

Reg. 1 Toys For Tots Run
Date: December 5
Info: (219) 223-8883

Reg. 4 Toy Run
Date: December 5
Info: (765) 448-2765

Reg. 8 Toy Run Party
Date: December 5
Info: (812) 424-7014

Reg. 2 Toys For Tots
Date: December 11
Info: (219) 759-5193

Reg. 1 Toys For Tots Run
Date: December 18
Info: (219) 223-8883

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

Dist. 15 Toy Run/Chili Feed
Date: December 4
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

Tri-County H.O.G. Toy Run
Date: November 6
Info: (513) 428-5367

KMA/KBA Louisville Toys For Tots
Date: November 27
Info: (502) 363-NEWS

KMA/KBA Northern District Christmas Party
Date: December 3
Place: Elsmere
Info: (606) 261-9244

KMA/KBA Northern District Kid's Home Toy Run
Date: December 4
Place: Covington
Info: (606) 261-9244

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

Cajun Chapter Food Run
Date: November 7
Info: (800) 393-5966

Cajun Chapter Toys for Tots Run
Place: Lafayette
Date: December 4
Info: (800) 393-5966

River Parishes Chapter Toy Run
Place: LaPlace
Date: December 4
Info: (504) 758-9825

Magnolia School Toy Run
Date: December 12
Place: New Orleans
Info: (800) 431-7231

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

Carroll Co. Springfield Donation Run/Christmas Party
Date: December 11
Info: (410) 263-9185 www.abate-of-maryland.org; mdabate@erols.com

St. Mary's County Chapter Christmas Party
Date: December 11
Info: (410) 263-9185, www.abate-of-maryland.org; mdabate@erols.com

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

Reg. 19 Charity Run
Date: Nov. 7
Info: Joe (248) 693-6068

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

Natchez Toy Run
Date: November 28
Info: (601) 825-4646

Brookhaven Toy Run
Date: December 4
Info: (601) 542-5531

Central Toy Run
Date: December 5
Info: (601) 372-6118

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

FORR Local 13 Toy Run
Date: November 6
Place: Mexico
Info: Rose (573) 474-0983; PkMe@aol.com

FORR Local 26 Christmas Party
Date: December 6
Place: Marysville
Info: Rose (573) 474-0983; PkMe@aol.com

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Carson Toy Run
Date: November 7
Info: (775) 881 9181

Elko Chap. Christmas For Kids Toy Run
Date: December 4
Info: (775) 753-8825, (775) 738-3682

NW Chapter Toy Run
Date: December 4
Info: (775) 623-2160

Reno Toy Run
Date: December 12
Info: (775) 677-7223

Valmy Chapter Toy Run
Date: December 12
Info: (775) 635-3411

NEW HAMPSHIRE
N.H. Motorcyclists Rights Org.
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

H.O.G. Toy Run
Date: October 30
Place: West Collingswood
Info: (856) 456-4141

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

St. Mary's/Gilligan's, Eastern Suffolk ABATE Food & Toy Run
Date: November 14
Info: Roland
(516) 369-5554

NORTH CAROLINA
Concerned Bikers Association
Info: (910) 866-5434

CBA/ABATE Charlotte Toys For Tots Ride
Date: December 5
Info: Terry (704) 889-4389; Fred (704) 391-9114; Larry (704) 583-0418

CBA/ABATE Randolph County Toy Run
Date: December 5
Place: Asheboro
Info: (336) 861-0109

Union Co. Toys For Tots
Date: December 12
Place: Iron Horse Bar, Monroe
Info: (704) 233-1624

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Reg. 9 Toy Run
Date: Nov. 6
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

Tulsa Toy Run
Date: December 12
Info: (918) 266-3604

Central Okla. Toy Run
Date: December 12
Info: (405) 329-7254

OREGON
ABATE of Oregon
Info: (503) 285-4329

Washington County Toy Run
Date: November 11
Info: Ted
(503) 640-5756

NE, SE, Columbia River Chapters Shriner's Toy Run
Date: December 4
Info: (503) 254-3259

Salem Toy Run
Date: December 12
Info: Jim
(503) 743-4121

South Coast Toy Run
Date: December 19
Info: Bud
(541) 267-2523

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

Bikers Against Child Abuse Toy Run
Date: November 14
Place: Darby
Info: Moon (610) 586-1329; BACA (888) 635-1548

RHODE ISLAND
R.I. Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

United MC Un-Run '99 Toy/Poker Run
Date: November 13
Place: The Sports Page, Irmo
Info: Batman
(803) 657-5211

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

Toy Run/Party
Date: December 4
Place: Pierre
Info: (605) 256-0265

TENNESSEE
CMT/ABATE of Tennessee
Info: (615) 883-5024

CMT/ABATE Smith/Wilson Toy Run Chili Cookoff
Date: November 6
Info: (615) 907-0304

USMC Reserve Toy Run For Tots Run
Date: November 7
Place: Sevier County Fairgrounds
Info: Joe
(423) 428-5710

CMT/ABATE Southwest Toy Run
Date: November 14
Info: (615) 907-0304

CMT/ABATE Crossville Toy Run
Date: November 27
Info: (615) 907-0304

CMT/ABATE Cookeville Toy Run
Date: December 11
Info: (615) 907-0304

TEXAS
ABATE Confederation
Info: bdep.hypermart.net.biker.htm

TMRA II
Info: (512) 459-6777

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

ABATE of Washington
Info: (425) 643-9675

Nisqually Chapter Toy Run Parade
Date: November 13
Place: McKenna
Info: Rich
(360) 458-3577

Tacoma Chapter Toy Run
Date: December 11
Info: Astro (253) 531-2909; Bob (253) 862-0323

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

Logan-Boone WE CAN Toy Run
Date: November 14
Info: (304) 752-5032

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyo. Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425; www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983; www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
B.C. Coalition of Motorcyclists (BCCOM)
Info: (604) 580-0111

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

Photo: Kim Peterson
See this month's coverage of the Tijuana Toy Run, page 110.

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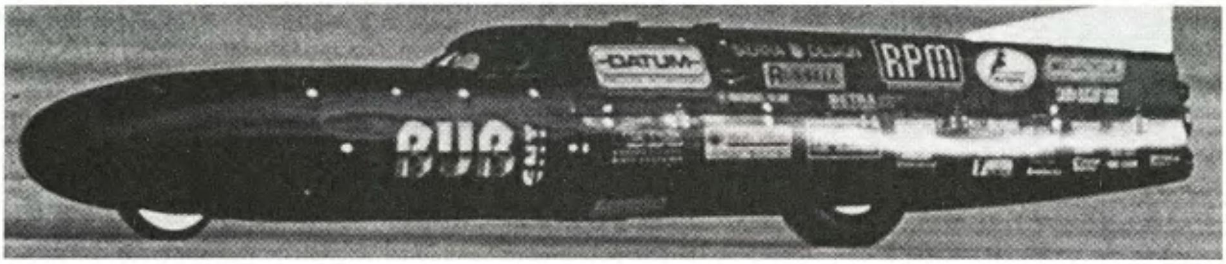
Easynews

If it's of interest to bikers, we'll print it.

headline stories of the month *Denis Manning goes after record holder Dave Campos*

Manning challenges the two-wheeled Land Speed Record



We here at Easyriders are damned proud of the fact that we still hold the world Land Speed Record in the motorcycle category, with our winning speed of 322.150 mph. For the first time in history, the absolute Land Speed Record was taken in 1990 by 10,000 individual sponsors: the bikers of America. Four-time Land Speed Record holder Dave Campos piloted the Easyriders double-Shovelhead Ruxton/Harley-Davidson-powered streamliner. Easyriders and American bikers everywhere took the title away from Kawasaki and the record still holds.

Now enter Denis Manning, of multiple motorcycle Land Speed Record and Bub Bad Dog exhaust fame. Denis made an assault on the Bonneville Salt Flats Sept. 5-9. Manning's streamliner, Tenacious II, recorded a best time of 287 mph. Undaunted, the Bub crew will be going back to the Salt to try again October 8-10. We at Easyriders wish Denis Manning good luck. We'll be waitin' for the outcome.

Harley-Davidson Scratchers

entertainment *Lottery Bikes*

The Arizona Lottery has given away its first Harley-Davidson Sportster in their "Harley-Davidson Scratchers" drawing, held at Hacienda H-D in Scottsdale, Arizona. Ten finalists were on hand June 12, 1999. The proud winner of the 1200 Custom was John Durante of Tracy, Florida.

Hell, get scratchin' and you just might get lucky.

—Dave Nichols

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ER22

bikin' news *Two-Wheeled Tidbits*

World news

China: Twelve major cities were surveyed to put some figures on motorcycle ownership in the larger metropolitan areas. They found the city of Guangzhou, capital of the Guangdong province, to be the one with the most capitalistic economy. They had the highest ownership of scoots, with nearly one in four households owning at least one bike. The bike count was in excess of 552,000. The total bike count for the 12 cities was nearly three million! Honda had the largest market share.

Minneapolis: The ever-popular Norton is making noises of rebirth. The company is being restarted here in the U.S., and Robert Kilpatrick is the new CEO, along with John M. Tastad as Norton's new president. This motorcycle was "the bike" when I started riding back in the late forties. Good luck, Norton folks. I look forward to seeing this ride back on the streets.

Uganda: From Dr. Ian Clark, who resides in this East African country, comes the amusing and a little scary piece about the capacity of the small Honda 50. This is one of the poorest countries on the planet. However, it doesn't matter to the Ugandan man as long as he has his "Piki Piki." This little scoot got that name from the unique sound it makes when going up a hill while carrying a load. Believe it or not, they've actually been seen hauling as many as four people. Mamma picks the coffee and earns the bread, the kids need shoes and the pantry is empty, but Papa has his Piki Piki. Is there a lesson in there somewhere? We will sacrifice to ride, whether it's in Uganda or Iowa.

Japan: Look out! In Japan, it's against the law to ride "two-up" on toll roads! The U.S. State Department is petitioning Japan to repeal the law because it has an adverse effect on American-made motorcycle sales. We sure don't need a law like that here, but I just can't see our home manufacturers crying in their beer when our sales drop in Japan, while in this country you can wait five months for your new U.S. motorcycle to be delivered. Well, it goes to show that we aren't the only ones subject to idiotic laws.

—Gunny
Oregon AIM Chief of Staff

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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

short strokes

Sunny side up

Sure it's cooled off and the chill of winter is threatening to force your sorry ass inside and away from all that makes you free, but once more before you lock 'er down, let freedom ring. You know she's waiting out there somewhere, waiting to make your evening a night of bliss or a living hell. Enjoy the ride if it's bliss—otherwise hit the road. There's another blood-stirring adventure around the next hair-raising bend. Just don't slip and fall. Now, here's the news: Kentucky has passed a state law allowing (under the pretext of gang control) the stopping of any group of five or more. So **four guys on Gold Wings** got pulled over and when one rider, while lying spread-eagle on the pavement, asked the cops what the deal was, the cop replied, "We can stop any group of five or more." "But we're only four," the rider protested. "Sure, now," the cop said, "I'll bet one of you turned off a ways back." I mentioned this before, but it's hot enough to mention again. If you have an '84-'99 Evo and **need a rebuild,** the factory can handle it. In two weeks, the factory will remanufacture your engine at their state-of-the-art engine and transmission facility in Milwaukee. They do more than just replace worn components; they make your engine look and perform like new. The deal is no strokers. Just haul your mill down to a dealer, and they'll pack it up and ship it to the factory ... where thousands of tiny elves wearing H-D T-shirts will swarm the sucker and fix and polish your puppy until it glows. Then they'll ship it back to the dealer with a new warranty. Life truly is grand...While I'm at the dealership, here's an interesting note about **Screamin' Eagle:** Each part carried at the dealership has an icon plastered on the packaging. It's not there just to make the package look cool. The "Go Light" icon means the part is street legal in 50 states for all bikes. The "Stop Hand"-marked components cannot be used on public roads, and may be restricted to closed-course competition. Motorcycles modified with Stop Hand parts are USEPA legal, but are not legal for sale or use in California on pollution-controlled motor vehicles. They do carry warranties, though. Parts with

"Crossed Flags" must not be used on public roads and may also be restricted to closed-course competition. These parts are intended for racing applications only, and are not legal for sale or use in California on pollution-controlled vehicles, and they don't come with a warranty. I'll be looking for the "Crossed Flags" the next time I'm in a dealership... Marty Ruthman of Hi-Tech **Custom Cycles** has already developed a lowering kit for the new Excelsior-Henderson. In true character, the nonstop bike building madman that he is (with the talents of his machinist, Jim), has also put together 12 additional billet accessories for the Super X. Give Marty a call to assist with your E-H project: (818) 901-7037... As mentioned in last issue's **Harley Line-up for 2000,** the factory has redesigned the Twin Cam engine to fit snuggly into a newly designed solid mount Softail frame, albeit without the vibration. Yes, it's true, goddammit. They installed two reciprocating counter weights, one forward and one to the rear of the engine, that virtually eliminate the bad vibes. In fact, the engines are so smooth that they were forced to rebuild the trannies. Seems the vibration from the engine kept the shifting dogs floating, enhancing the action. When the vibration disappeared, shifting became tight. A redesign was in order. This new design puts the Softail line back on top, from a styling and vibration standpoint. The Softail line is back for 2000 with the new Twin Cam engine. Only the Softail Custom has been eliminated and one new model is coming. By the time you read this, a new mystery Softail model will be available. It's being announced the first weekend of August ... So, I've given the slimy secret of the mag world away. Now you know how far in advance we work to bring you the finest motorcycle magazine on the planet. With that, and knowing the depth of biker knowledge you come from, you are now aware that tomorrow morning I'm firing up for another wild ride to the Badlands. So I've got to see her one last time tonight. I'll be alone until I get to Phoenix, then it will be a long, lonely road until I meet the short brunette in Wyoming. Jesus, then I don't know what I'll do until I meet the tall redhead in Rapid City. Variety truly is the spice along the road, the adventure that never ends, the joy of the unknown. It's all out there waiting. Ride forever. —*Bandit*

of special interest

Ron Simms Named Builder of the Year

Custom motorcycle master builder Ronn Simms of Hayward, California, has been named Builder of the Year, by new show owners Dan and Charlene Cyr, for the 51st Grand National Roadster Show.

The Roadster Show will run January 6-9, 2000, at San Francisco's Cow Palace. Simms, who for 26 years has operated his Bay Area Custom Cycles shop, is one of the world's leading creators of custom motorcycles. His clients include a host of personalities like Oakland A's first baseman Jason Giambi, CART racer Paul Tracy, and musicians Neil Young, Greg Allman, and Boz Scaggs.

For information on the Grand National Roadster Show, or the 50th edition of the Sacramento Autorama, which runs February 2-6, 2000 at Cal Expo, call Dan Cyr Enterprises at (503) 621-3500.

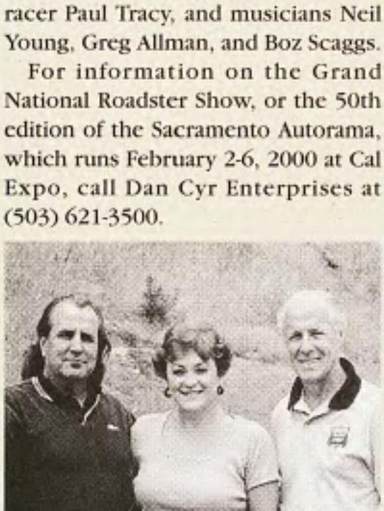
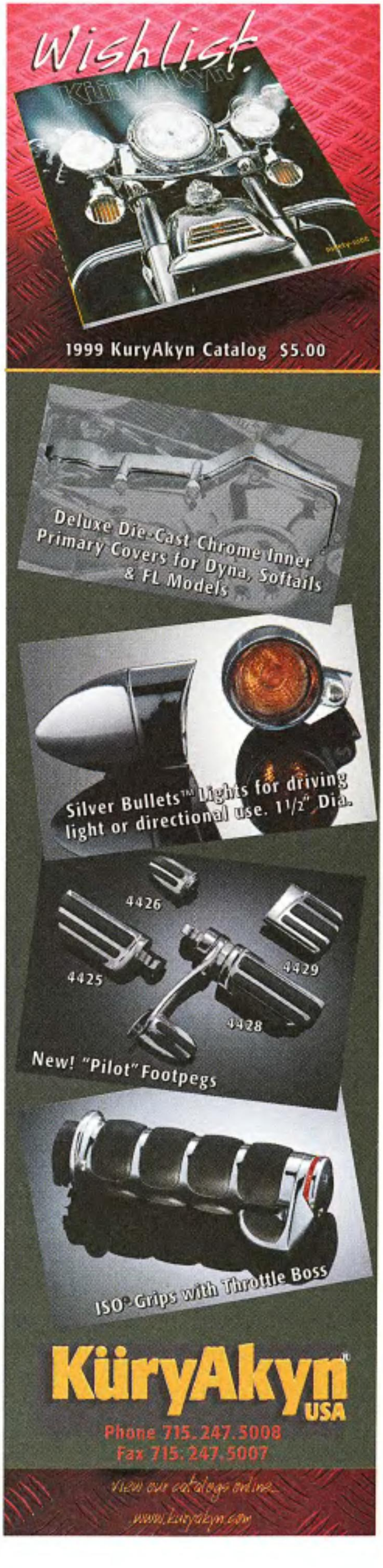


Photo: courtesy Dan Cyr Ent.

From left: Ron Simms with Dan and Charlene Cyr.



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organizations

SMASH should be TRASHED

According to the AMA, a New Jersey group called the Save Motorcyclists and Support Helmets (SMASH) Coalition hopes to change the thinking of that state's lawmakers and citizens after the Senate passed a bill modifying the helmet law. They're bringing together disability prevention organizations and advocates from across the country to ensure that New Jersey's helmet requirements for motorcyclists are not repealed. They cite data from 1993, but do not provide a source for the data. Their solicitations lead with the statement, "Believe it or not, some people think hitting concrete at 65 mph without a helmet provides good odds of survival. Why else would anyone vote to repeal helmet law requirements?" If you would like to help them answer this question call SMASH at (201) 902-9000 and ask for Barbara Geiger-Parker.

helmets

For all motorists

Dr. Richard Charles wrote a letter to Pennsylvania Senator Joe Conti, a co-sponsor of the motorcycle helmet law modification bill (who later voted against it), addressing the issue of the benefits of helmets.

The text of his letter reads as follows: "Senator, I am somewhat bemused by the fact that some of my colleagues have elected to support mandatory helmets for motorcyclists, while at the same time suggesting no such thing for themselves as automobile operators. If Pennsylvania lawmakers, and you in particular, are so intent upon believing they are indeed saving lives via such a questionable law, they why has no one proposed helmets for us all? This is a legitimate question which begs to be answered."

Chad Davis, the chief of staff at Conti's office responded: "Dear Dr. Charles, that is a good idea. I will look into drafting legislation to that effect."

The response proves that politicians will give anyone the answer they want.

—D. Faingnaert

safety news

Motorcycle Accident Study Launched

New International accident study announced

Purported to be the new world standard for motorcycle accident investigation methodology, the Organization for Economic Cooperation and Development (OECD) has announced plans to launch an international Motorcycle Accident In-Depth Study, or MAIDS, to analyze the causes and consequences of motorcycle accidents, and to identify relevant measures to reduce injuries.

MAIDS is being touted as the largest and most comprehensive study to date regarding motorcycle causation and counter-measures, and its methodology is already being used in France, Germany, Italy, the Netherlands,Thailand and the United Kingdom, and is being backed by the European Union. In the United States, NHTSA is "preparing a project which will use the methodology on both the East and West Coasts," according to Dr. Anthony Ockwell, principle administrator for the MAIDS program.

Fortunately for bikers, who are understandably dubious about such government studies after years of being victimized by faulty and misguided research, which is biased by preconceived conclusions, the OECD has invited the participation of motorcyclist organizations and even specifies that certain investigative team members be motorcyclists. FEMA (Federation of European Motorcycle Associations) has reportedly been involved in the earliest stages of the study and managed to get a wider scope of road safety.

Not since the now infamous *Hurt Report* was released nearly two decades ago has any government entity attempted an in-depth study of motorcycle accident dynamics. Let's all hope this study lives up to its hype and gives us a complete and unbiased overview to use as a blueprint for safer motorcycling ... and isn't used as a platform to promote personal or government agendas on an international scale. *—NCOM*

Web world

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Every scooter tramp worth his salt picks up a *Cycle Trader* every now and again. Y'know, to check out prices on bikes and admire the swell photography (OK, we're kiddin' about the photography). Well, now you can check out all the used bikes in the world online. *Cycle Trader* now offers free classified ads to sell used scoots on the Internet. *Cycle Trader* Online is the largest database of bikes anywhere, with over 30,000 two-wheelers for sale each day (that'll make your eyes bleed). Placin' an ad takes about three minutes from any home computer with Internet access, and, once submitted, you're instantly in the database.

Give this sucker a look see at: www.traderonline.com.

entertainment

New Game For The PC

Harley's Race Across America

WizardWorks, a division of GT Interactive Software Corp. (NASDAQ: GTIS) is partnering with Harley-Davidson Motor Company to create a cool computer software game that promises to be a virtual, 3-D recreation of the classic Harley roadtrip experience.

The new PC game, called Harley-Davidson's Race Across America, puts users in the saddle for a race across the country, with the final destination of ... yep, you guessed it, the Sturgis Rally & Races. On the way, virtual riders will encounter such road challenges as critters, falling rocks, tunnels, and steep inclines.

The game will be roaring into stores for release later this year.

investment news

Two-Wheeled Investor

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EZR	EASYRIDERS, INC.	1998	1 1/16	09/16/99	4.25 - 1.00
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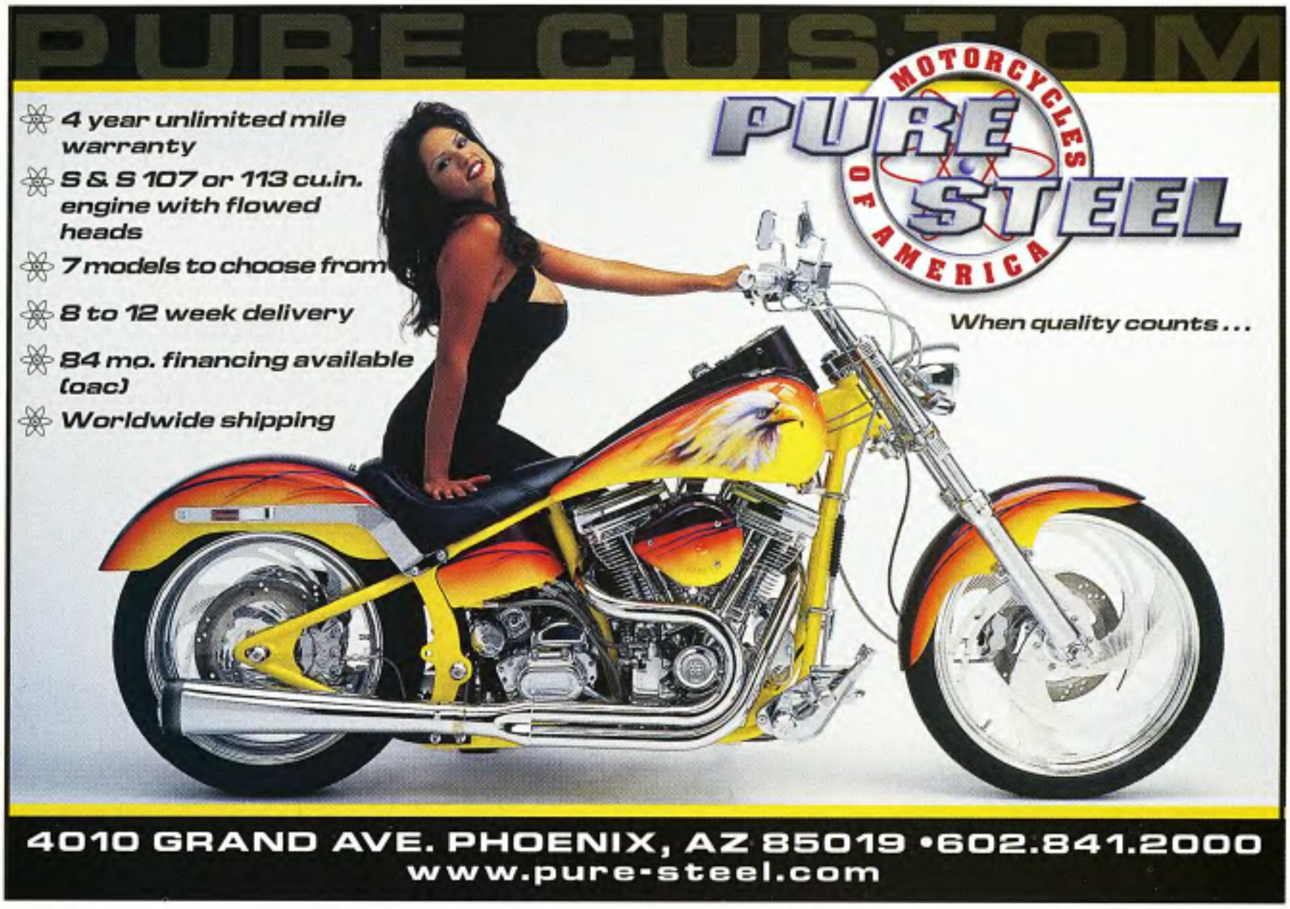
HDI	HARLEY-DAVIDSON	1986	50 3/4	09/16/99	64.06 - 26.12
PII	POLARIS/VICTORY	1996	35 5/8	09/16/99	45.68 - 24.00
TMOT	TITAN MOTORCYCLES	1998	2 11/16	09/16/99	5.25-2.56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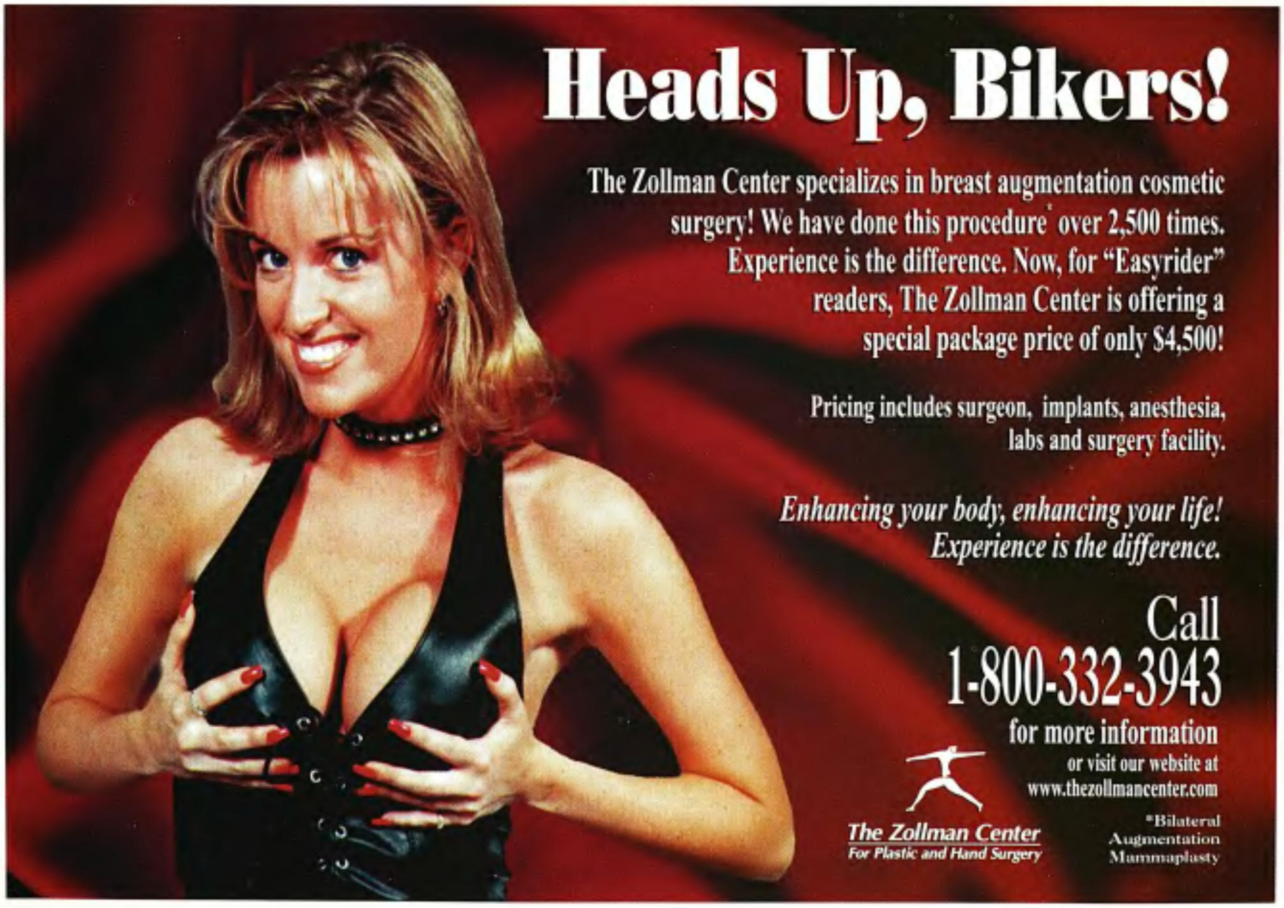
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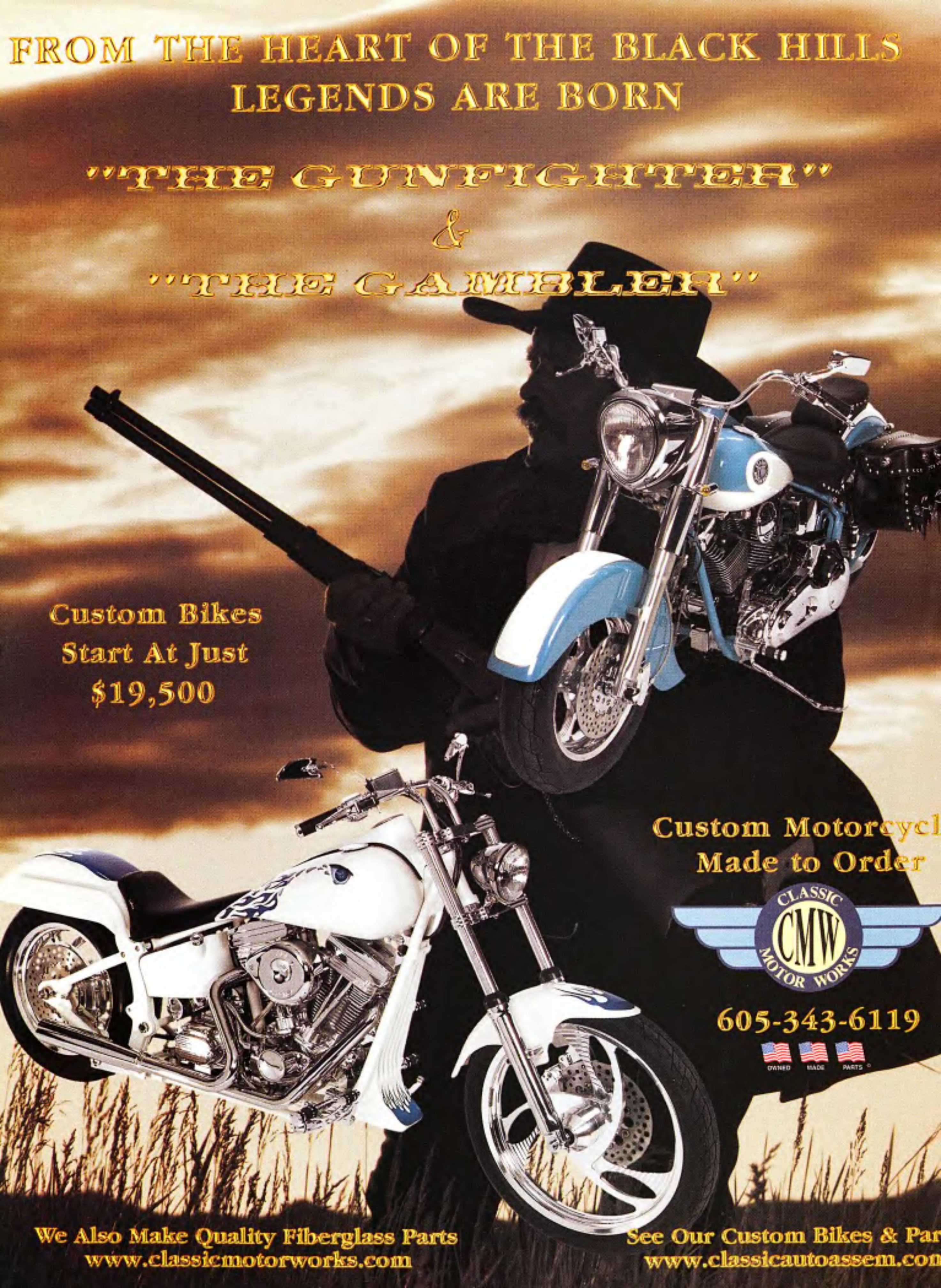
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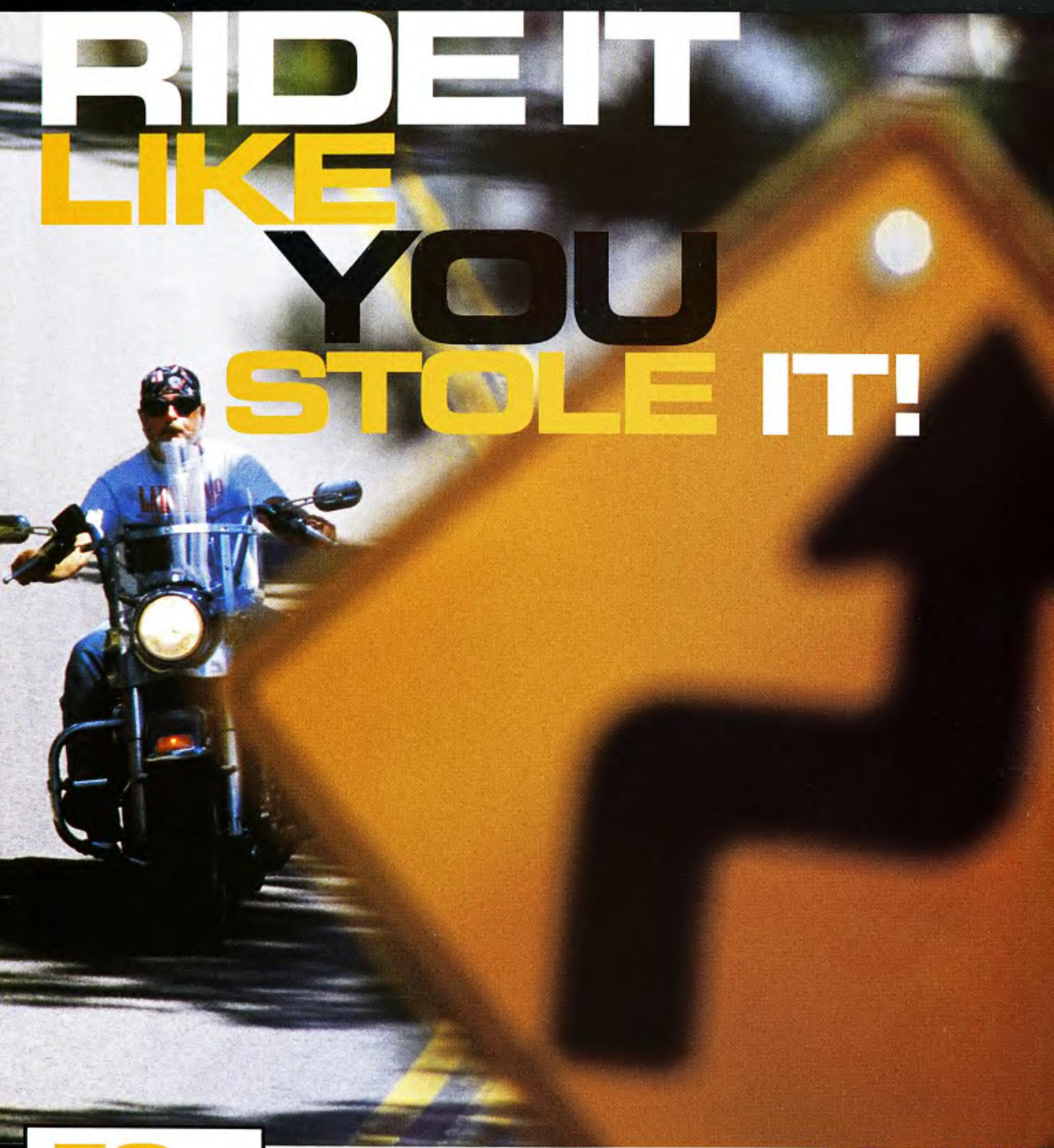
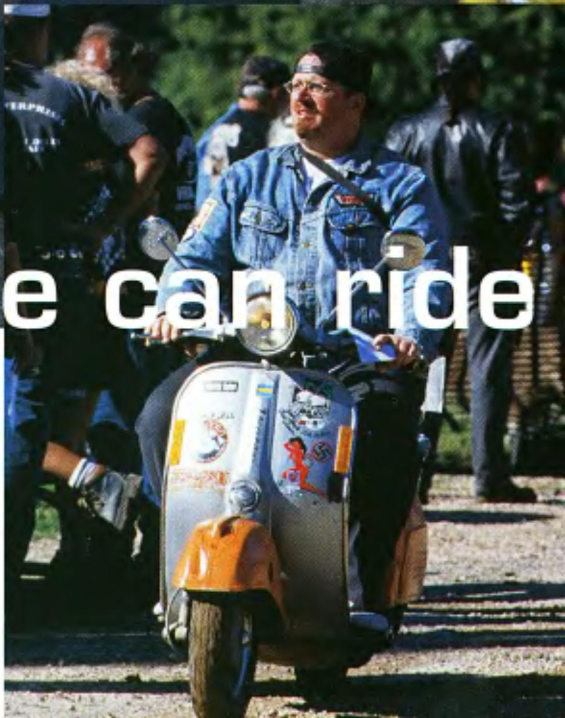


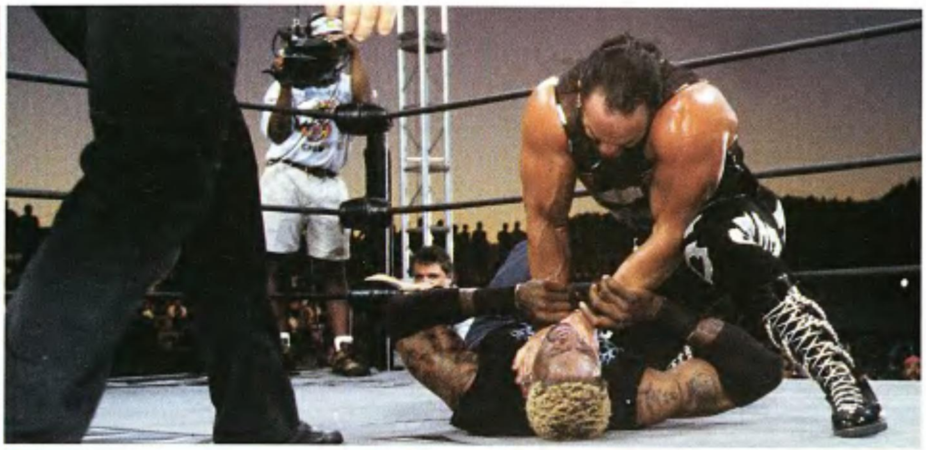
59TH
RUNNING OF THE STURGIS RALLY & RACES

A rebel bandanna flaps in the wind as a rider aboard a 1981 FL powers into a curve in the Black Hills. Something akin to sheer ecstasy bubbles up and out of the biker in a primal whoop that sums up the entire Sturgis experience: "WAHHOOO!!!!" Michael Lichter waits at the apex of the curve in the early morning mist, his camera clicking madly; the moment of pure exhilaration when man and machine are one amid mind-blowing natural splendor is captured for all time in these pages. Yeah, this is what Sturgis is all about. For hundreds of thousands it is time to return home to warm smiles, friendly locals, and true friends. Welcome home, brothers and sisters, welcome home The 59th running of this biker heaven on earth was an event not to be missed. For those who couldn't

WHAT'S your

Hey if he can ride





excuse?

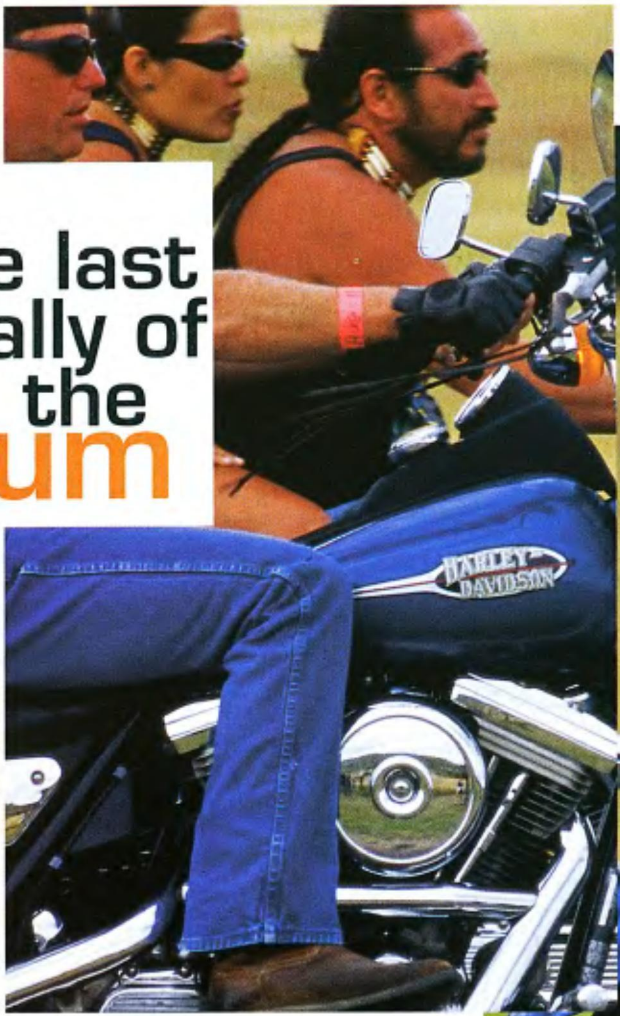
Left: We have a Hamster down! Just part of the burn-out fun at Wyoming Wednesday. Top right: Dennis Rodman gets throttled by the WCW's Randy Savage. Right: The Camel Roadhouse rocked all week! Bottom left: Ridin' free through double rainbows from Sturgis to Wyoming Wednesday. Bottom right: Living god of the Viking Vespa horde, Gary "Sluggo" Watts rode this rattle-trap all the way from Seattle.

1200-plus miles on a hunk o' junk, what's YOUR excuse?

make the trip, Easyriders provided live coverage via the Internet. At www.easyriders.com, Sturgis cameras were rolling 24 hours a day with the scene from Main Street and interviews with biking legends such as Arlen Ness, Mike Corbin, Randy White of Fonda-White Productions, Bandit, Indian's spokesperson Branscombe Richmond of Indian/CMC and many more.

Bikers began rolling into the sleepy South Dakota town on or around Saturday, August 7 and prepared for the ultimate two-wheeled week-long party. One wild rider made it all the way from Seattle, Washington, aboard a 1970s Vespa scooter. Watch for "Sluggo's" account of the trip in the pages of *VQ* magazine. Hey, if he can ride 1,200-plus miles on a screaming hunk o' junk, what's *your* excuse?

The big news this year for long-time Sturgis fans is that the Rally & Races has again reverted back to those original race pros, The Jackpine Gypsies. This made for a whole new attitude at the Rally, and it felt more like coming home than ever. From the wild and woolly hillclimbs and flattrack races, to the white-knuckle, nitro-powered ADBA drags, this year's event was smokin'! I suggest that every able-bodied man and woman within the sound of my voice sign up to become an Associate Member of the Jackpine Gypsies to support the Rally for the future. Get



the last Sturgis Rally of the millennium

Above: Excelsior-Henderson unveiled its new "Dakota" model. Right: Blastin' through the Black Hills sure feels like home.

an order form by writing to: Jackpine Gypsies, P.O. Box 627, Sturgis, SD 57785. It'll be the best $75 you'll ever spend. Next year when you stop by the Veteran's Hall on Main, stop in at the Gypsies' headquarters and buy Bob Moore a beer. He's got more stories of the glory days of racin' and foolin' around at the Rally than Carter has pills.

The nearly 400,000 bikers that converged on the Black Hills spread out from Rapid City, to Deadwood, Spearfish, Sundance, and all points in between to raise a frothy toast to this, the last Sturgis Rally of the 1900s. Hell, if you think this Sturgis was crowded, wait till next August, when attendance for the 60th Annual party is estimated to be up 50% over this year. Yeow! Having seen this packed house party for '99, I just gotta ask:

"Where ya' gonna put everybody?"

As we've mentioned in the past, Sturgis is truly a homecoming for the biker nation, and everywhere you looked riders were rejoicing in sheer, unadulterated brotherhood. From the Glencoe and Buffalo Chip campgrounds, to the high-priced hotels just off the freeway, bikers from all walks of life returned to their roots and were reintroduced to their tribal family. One of the most heart-felt moments we experienced was Peter Fonda's humble acceptance of an award by Sturgis Mayor Cliff Linn, marking August 12 as Peter Fonda Day in Sturgis. CMC/Indian Motorcycle honored the event with a free concert at the Buffalo Chip by the hard-ridin', hard-rockin' band known as Montgomery Gentry and the legendary sounds of Lynyrd Skynyrd! This was the capper for a day that began with a ride from our Easyriders Cafe, out to Spearfish, and then on to the 'Chip with Peter Fonda and his friends from Indian aboard shiny new full-fendered models that felt

riders were rejoicing in sheer, unadulterated brotherhood.

or you could walk next door to the Titan display to get an autograph by a pretty Playboy Playmate.

home in the Black Hills.

Speaking of new models, all the motorcycle companies you can imagine were showing their new wares for the year 2000, and most had demo rides available to the faithful. Harley was showing off its awesome new Twin Cam Softail lineup, each of which offers an incredibly smooth ride. In Rapid City, Harley pulled back the curtain on its new "Deuce" model custom Softail, which is a definite tip o' the hat to custom builders out there. Excelsior-Henderson brought out its new Dakota model with its blacked-out engine and flamin' accents. The new Victory sport model was unleashed at an eye-dazzlin' media event, complete with laser light show, and Arlen Ness got in the act with a Streamliner Touring version of the Polaris V-twin. One look at all the bike displays at the Easyriders Cafe and down at the Expo Center proved that motorcycling is entering a new age of prominence and acceptability. Look for road tests of these proud new road warriors right here in the pages of *Easyriders*.

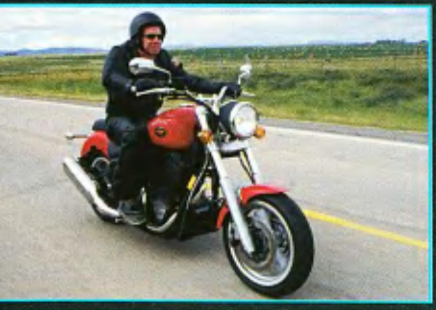
pick up your feet and ride

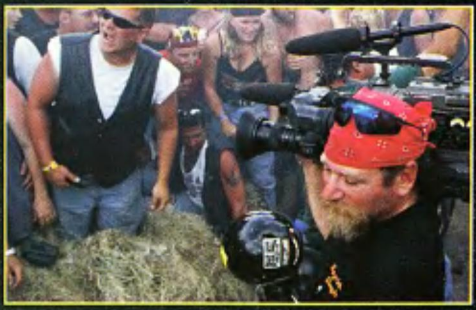
“Walking or riding, there was every kind of entertainment imaginable for the leather-clad hordes.”

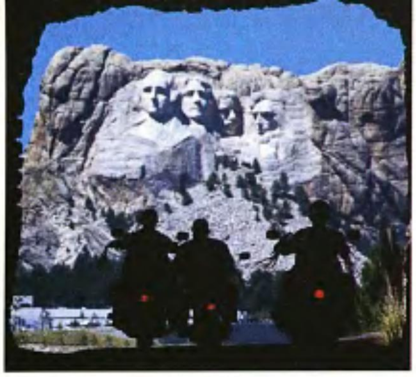
The weather for this year's ultimate biker bash was warm and beautiful. It only rained one day, but it rained all damned day long. You can bet every bar, casino, hotel, and restaurant raked up that day. Slippery roads and new riders don't mix well. And now, a public service announcement from our gravel-throated video producer Mickey Halper: "Pick up your feet and ride!" Guess Mickey got tired of watching folks "walk" their bikes around town.

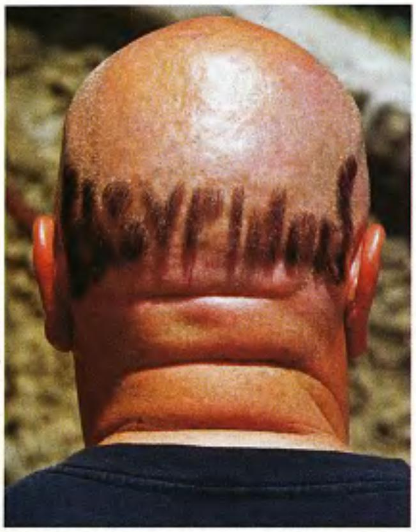
Walking or riding, there was every kind of entertainment imaginable for the leather-clad hordes to enjoy. The National Motorcycle Museum inside J&P Cycles on Lazelle and Cole's Motorcycle Museum on Main Street are great ways to get out of the heat and gawk at classic iron. The Camel Roadhouse offered free music, good grub, and a great place to watch the hardbellies stroll by, or you could walk next door to the Titan display to get an autograph by a pretty Playboy Playmate. Some of the better music offered this year included the concert out at the Manuel Brothers Park in Lead by the Kentucky Headhunters, The Fryed Brothers at our Easyriders Cafe, Willie Nelson at the Rodeo Grounds in Deadwood, plus a nightly cavalcade of tunes

ve: Over 300,000 riders havin' the time of their lives. Bottom left: Polaris' latest Victory. Bottom center: Willie Nelson belts out the tunes at Deadwood. tom right: Videoman Mickey "I don't get it" Halper gets showered in molten rubber









Photos: Michael Lichter, Pam Proctor

American classics: Mount Rushmore, Harley-Davidson, and *Easyriders*.

out at the Buffalo Chip including .38 Special, Def Leppard and the truly mind-melting show by Lynyrd Skynyrd.

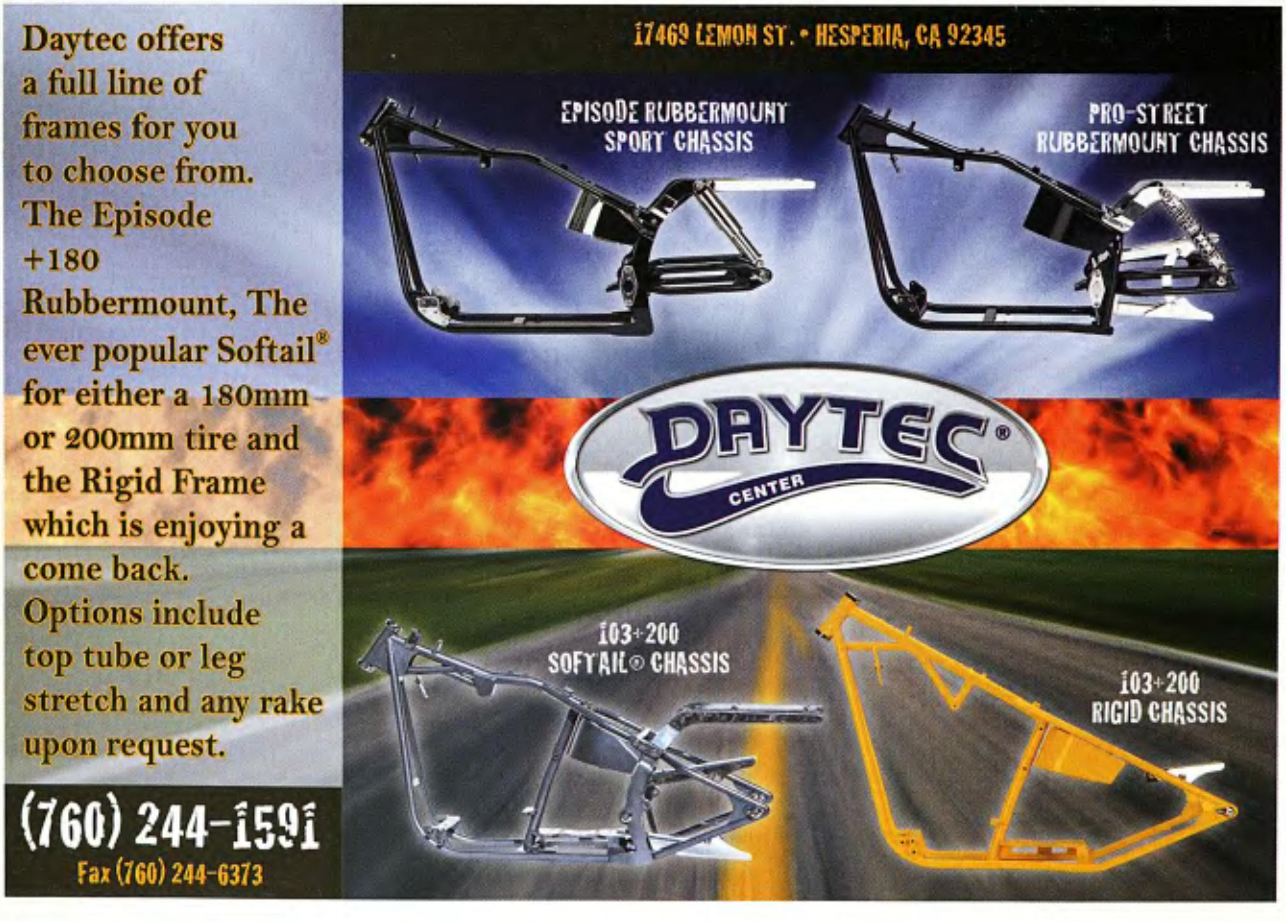
Another kind of entertainment was on hand at a massive stage set up for the live WCW wrestling shin-dig next to the Expo Center. Sponsored by American IronHorse, this free-to-the-public free-for-all pitted WCW giant Randy "The Macho Man" Savage against the not-of-this-earth mutant known as Dennis Rodman. But for this reporter, the best show in town was the Rat's Hole Custom Chopper Show at Woodle Field. One comment, though. A stock Bourget's bike with a wild paint job is *not* a custom chopper, people! You put your blood, sweat, tears, dreams, and creativity into a hand-built custom, you don't buy one off the shelf to display and take it to a bike show. 'Nuff said.

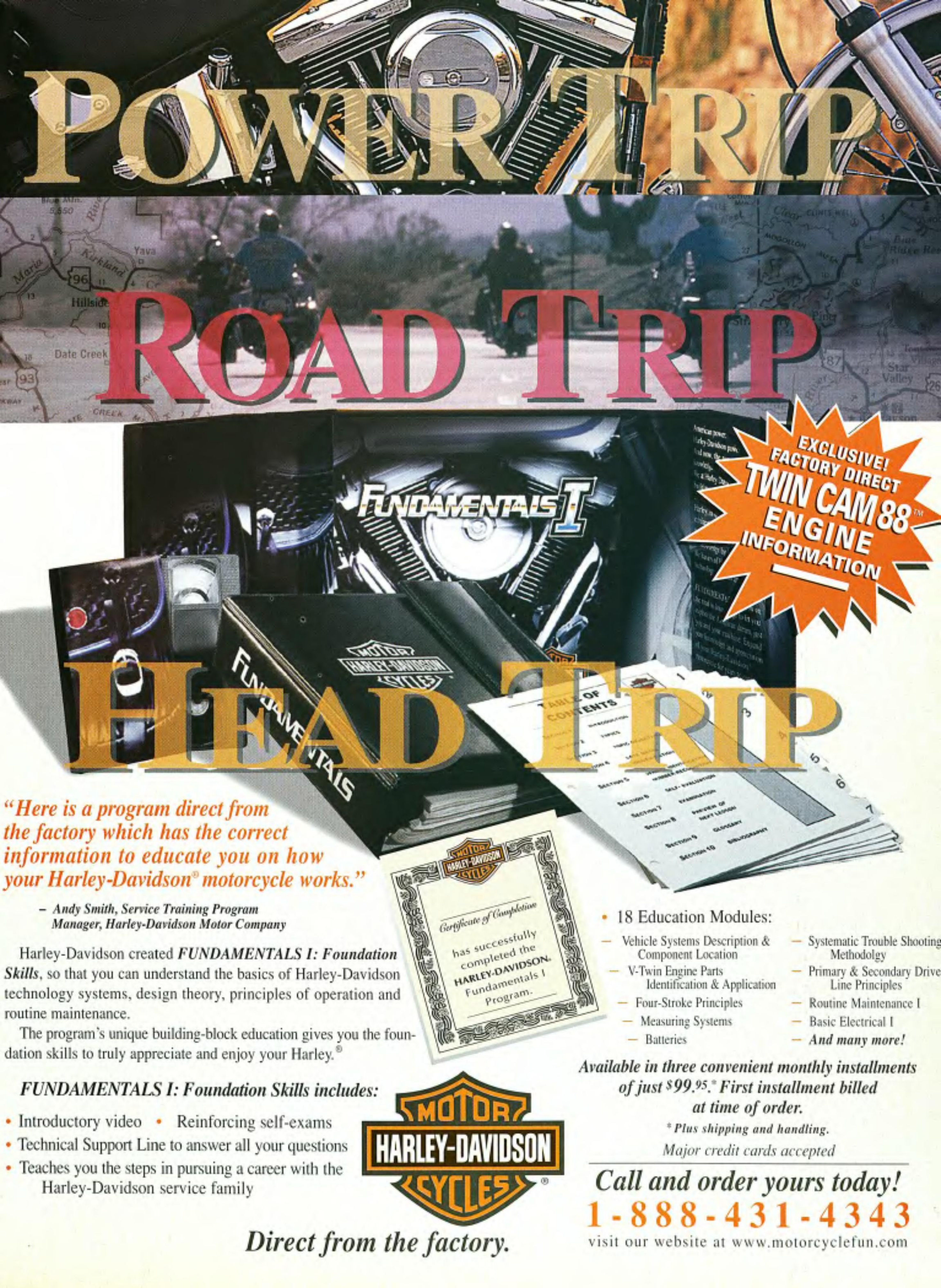
For those who tired of the daily sweltering heat and packed crowds on Main Street, the hills called out to be ridden and, man, lemme tell ya, there just ain't no better ridin' in the world. *Easyriders* photographer Michael Lichter and our intrepid video crew took a pack of hardy riders out to Wyoming to capture a few riding shots and discovered a world that acted as a wake-up call for all who went along. The combination of endless roads, breath-taking scenery, a light rain that created double rainbows, an underpass party made surreal by the echoing sound of Lichter's penny whistle Irish jigs, and a sunset painted with every color in God's palette, made for a day I'll never forget.

Sturgis is about reawakening your heart and soul, trading work and responsibilities for days of riding freedom that end far too soon. As one poster along Lazelle Street proclaimed, "This is the one week of the year that makes the other 51 bearable." In every biker's mind, Sturgis conjures hopes and dreams that transcend the everyday rat race and allow us to see our true selves once more. One hopeful promoter is planning a Sturgis Commemorative Wall that will allow you to stay in Sturgis forever with a personalized brick adorned with a message from you for all riders to encounter until the end of time. Hmmm. I think my personal message would be: "Pick up your feet and ride."

Better get your reservations for next year's bash right now; it's gonna be the party to end all millennium parties. But remember, life isn't about the destination ... it's the ride, baby.

—*Phantom Dave*





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TalkingTech

This just in from our Useless Facts Dept: If you were to count nonstop (that's 24 hours a day, every day), it would take you 31,688 years to reach one trillion! Each year, more than 2,500 left-handed people are killed from using products made for right-handed people! A "jiffy" is an actual measurement of time equal to 1/100th of a second! Donald Duck was once banned from Finland because he doesn't wear pants. A giraffe can clean its ears with its 21-inch tongue. Clinophobia is the fear of beds. Clintonophobia is the fear of the President in your bed. Now, for some more amazing information, we bring you "Talking Tech."

—The Management

Scooter Shopper

I wish to purchase a V-twin custom chopper in the near future and would like to know what you have to offer as far as complete choppers, or even kit choppers that can be shipped to Australia. I am requesting color pictures plus prices and parts availability and any information on problems that may occur getting the bike registered here in this state of Queensland.

Rick Tunzelman
Queensland, Australia

Well, we don't offer motorcycles as customs here from Easyriders, but many of our advertisers do. California Motorcycle Company (CMC), Titan, Big Dog, Pure Steel, and a ton of others all advertise with us and offer many models of complete motorcycles. Companies such as Custom Chrome (CCI) and Nempco (who have dealers in Australia) offer "bike in a box" kits with many options. Check the dealers for CCI and Nempco in your area for more information, and check out the ads for the companies I listed who build complete bikes. They will be able to get you all of the information you are looking for. Now as far as licensing a bike in your state, I have no idea what Australian licensing requirements are. Consult the chapter of your government that deals with vehicle licensing and tell them your plans. Let us know what the details are so we can pass them along. Good luck!

Speedo Solution

I have a Dakota Digital speedometer and a Rat dash I bought in London, England. The speedo is 5 millimeters too small for the hole in the dash. Help me out!

C.L.Laiwg
Budapest, Hungary

From the sketch you included, it looks as though the diameter of the hole in the dash is too large for the speedo. I'd suggest a thick section O-ring to slip around the speedo to take up the space, or maybe have an aluminum ring machined to make up the difference. Beyond that, without seeing it, I can't tell ya much else. Let me know how you do.

Tranny Troubles

I have another issue concerning the resurrection of my 1956 Panhead chopper. You guys have been great answering my questions so far, and now I have one more. I want to run a Sputhe 4-in-5 speed box, and I met a bro here who says that I would only have to change the shorter stock sprocket shaft to a '77 or newer one. He assures me it's interchangeable and is the only adjustment I have to make. You see, I really don't want to go to an engine plate or mounting setup that would put the transmission and engine in offset positions (balance reasons). Anyway, thanks bro, for your help and taking the time.

Willy D.
Douglas, Arizona

Nice to hear from my number one fan. Let's have a look in the JIMS catalog. Your old Pan flywheels have an 8-degree taper for the sprocket shaft, and the JIMS catalog has several sprocket shafts to choose from. Contact them (805-482-6913, 805-482-7422 fax, www.jimsusa.com) for your specific request, because they list a number of shafts for converting older cases to newer flywheels. They do seem to have the same taper of 8 degrees, but there are so many part numbers in here, I'd hate to give you the wrong one. Give them a try and let me know what you find out.

Brake Bias

I'm writing this letter in search of some good, friendly advice. I have an idea for a new type of motorcycle brake system and no way to actually test my theory. I'd like to contact someone who could test my theory to see if it is marketable, but I don't want to get ripped off. If my theory is correct, I can greatly increase the effectiveness of the brake system while decreasing rotor size. Also, the design of the rotor would allow it to remain cooler than conventional rotors, thus reducing the chance of warpage, and the design would make the custom wheel more visible.

Donnie Everett
Dayton, Tennessee

Well, this is tricky. We have so many brake manufacturers making custom rotors and caliper arrangements, it may make more sense to team up with a qualified machinist that you can trust. As far as the other aspects of your design theory, I would encourage you to go after your ideas, but be aware that this manufacturing business is all about making money. Eventually, if your idea works, everyone will want to produce it, patents be damned. Go find yourself a qualified machinist, get some existing brake catalogs, and start brainstorming. Good luck.

Trike Tricks

I have been riding Harleys for some time, and am interested in building a trike of my own. However, I don't wish to transform my motorcycle. Is there anyone who manufactures trike rolling chassis or trike kits with the V-twin engine and transmission? Any info you could give me would be greatly appreciated.

Shuckie
Meyersdale, Pennsylvania

Contact Lehman Trikes, Inc. They have a kickass trike setup that will put you up on three in style. They can be reached at (888) 3 WHEELS (394-3357), (403) 349-3738, (403) 349-2552 fax, and on the Web at www.lehmantrikes.com.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.

From CHIMNEYS to HARDBELLIES

Santa's success comes with a price tag

Anybody who's still gullible enough to believe there's a jolly ol' fat man slidin' down chimneys on Christmas morning to deliver presents to all the good folks around the world: wake up and smell the snowball! I mean, have you ever thought about the logistics of one guy delivering presents to some four billion people around the world in one night?

"Even my buddy Ronnie, who claims to have served gazillions of burgers to his customers, has been at it continuously for about fifty years," said a trim and buffed Mr. Claus, when we caught up with him on some secluded beach on Bali last August for this interview (hey, we spare no expense to bring you, the faithful reader, the truth). And for the record: Either Santa's elves have changed dramatically in the past few years, or Santa and his missus have a very, very open relationship—those bronzed, naked hardbellies romping on the beach in front of us were mighty friendly to the man in red, serving him drinks and food and rubbing suntan lotion on parts of his body the missus probably hasn't seen for decades.

"Diversification may have been the key to our success back in the fifties or so," explained the well-tattooed and pierced Mr. Claus, "but it came with a price. We had to come up with an ever-increasing variety of products—toys for the young and young-at-heart—to keep up with our competition. The ol' shop's capabilities were soon exhausted, and my elves went on strike ..."

"What competition?" I wanted to know.

"Well, we don't really have any competition, but you never know, some big company might want to decide they could do a better job. Bill Gates' people, for example, are supposedly working on a present-distribution software—and then where would we be? Flipping burgers for Ronnie or Jack or some other clown? Hell, no! So instead of letting competition sprout, we brought every potential competitor into our fold by setting up sponsorship deals and granting them exclusive sales and delivery rights for each of their market segments worldwide. I mean, we've got sponsors up the ying-yang, and Wall Street loves us.

"Oh, and another thing we did was to move headquarters from the North Pole here to the South Sea islands. It makes for a much less stressful, uh, atmosphere during our quarterly meetings with our clients and sponsors."

A particularly winsome "elf" came up to us and Santa smacked her tight little rear end lovingly. "Ho, ho ho!" he greeted her, while the hardbelly teasingly pulled his nipple ring. "Well, it's time for me to go for my daily workout," the visibly excited Santa said. "The doctor has prescribed lots of exercise for me, you know. It's good for the circulation."

Hand in hand, the two wandered off, leaving me to ponder the changes this company has undergone even since Santa's rather down-to-earth cameo role in that old *Twilight Zone* classic *Night of the Meek* not even 40 years ago. A beautiful elf interrupted my train of thought as she handed me a portfolio. "Santy sends you these," she purred. "They are some of our sponsors and partners in the custom motorcycle toy section." Her smile blinded me, and as she turned, I couldn't help but follow her wiggling derriere. I had to find out more about this company's assets.

—Red Baron

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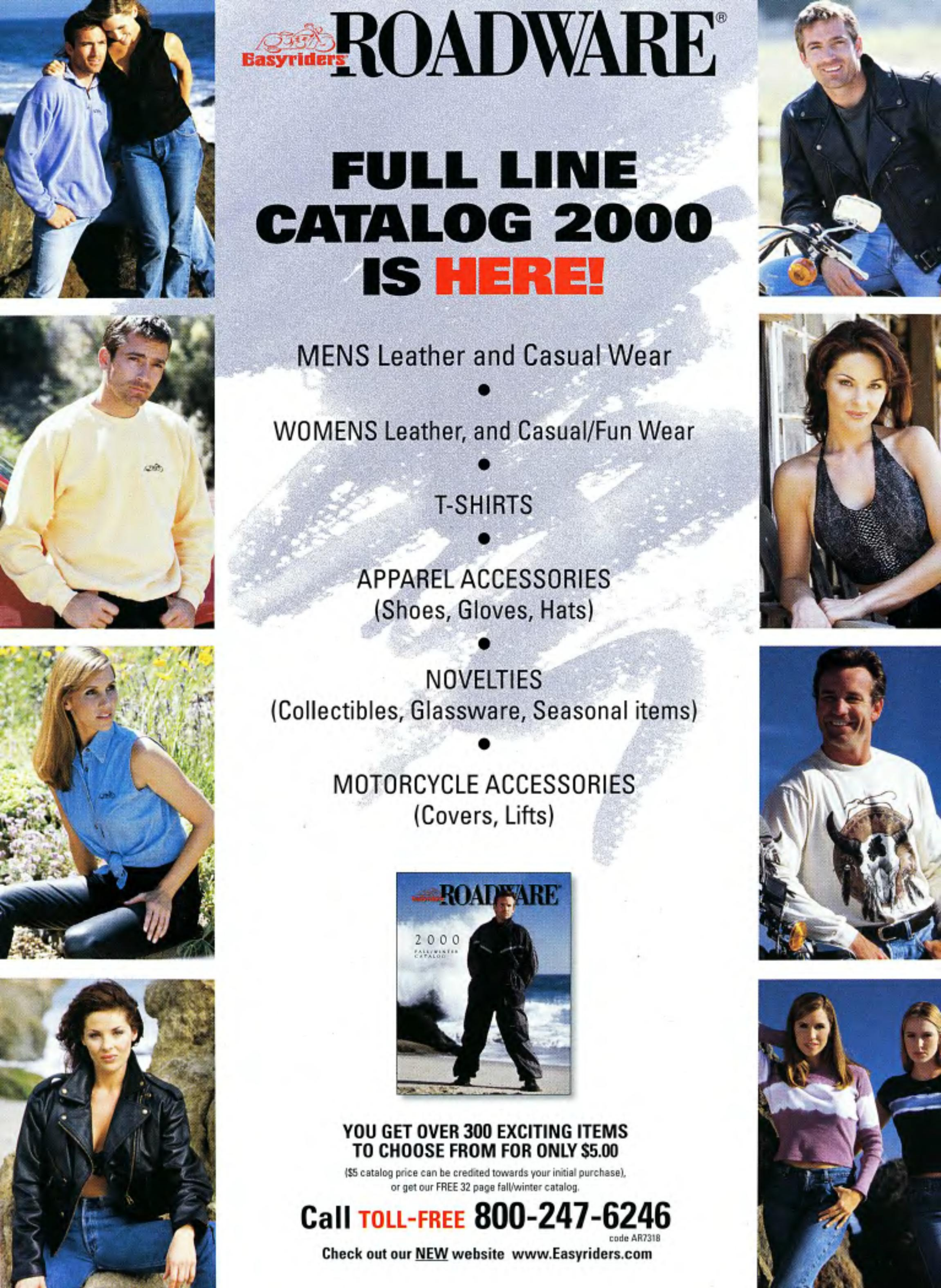
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JELLYCREAM by BRAMHALL, available now on RCA.
Produced and Mixed by Tchad Blake
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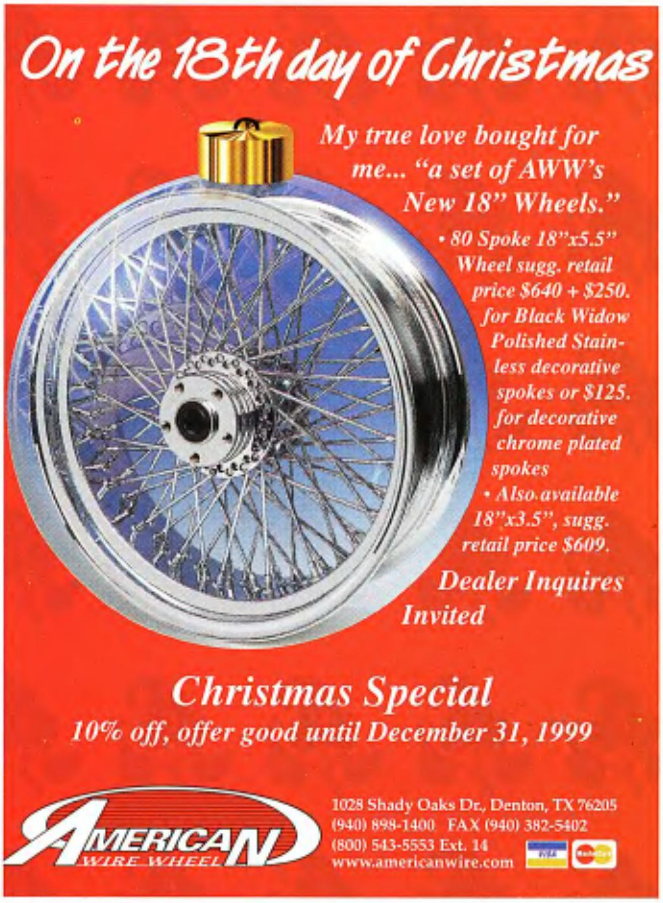
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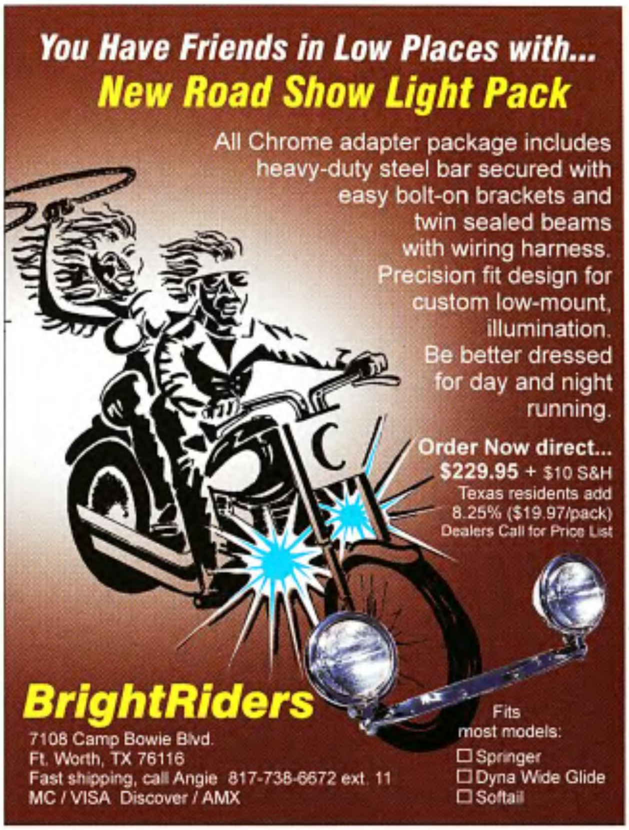
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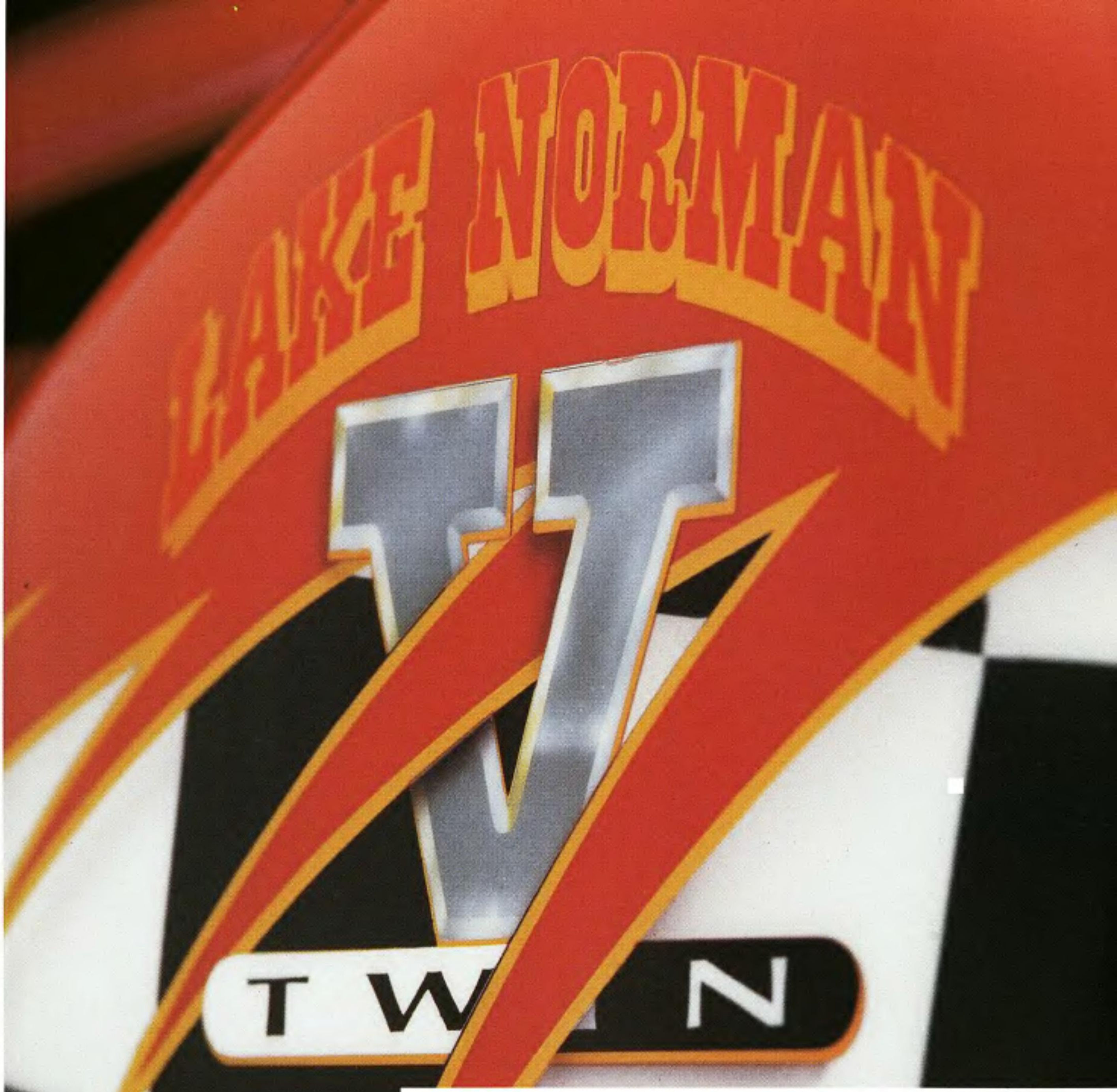


NASCAR Champ Jack Sprague's Hot Rod Softy

Jack Sprague knows a thing or two about going fast on four wheels. He won the 1997 NASCAR Craftsman Truck Series Championship and was within a hare's breath (three points) of winning again in '98. Jack cut his teeth on the Busch Grand Nationals circuit and made a name for himself in the Winston racing series at Concord (N.C.) Motor Speedway, where "One-track Jack," as he was known back then, became a dominant force in the NASCAR late-model division. His name ranks high on the Craftsman career truck money list and total wins. He currently drives the GMAC Financial Services Chevrolet for Hendrick Motorsports.

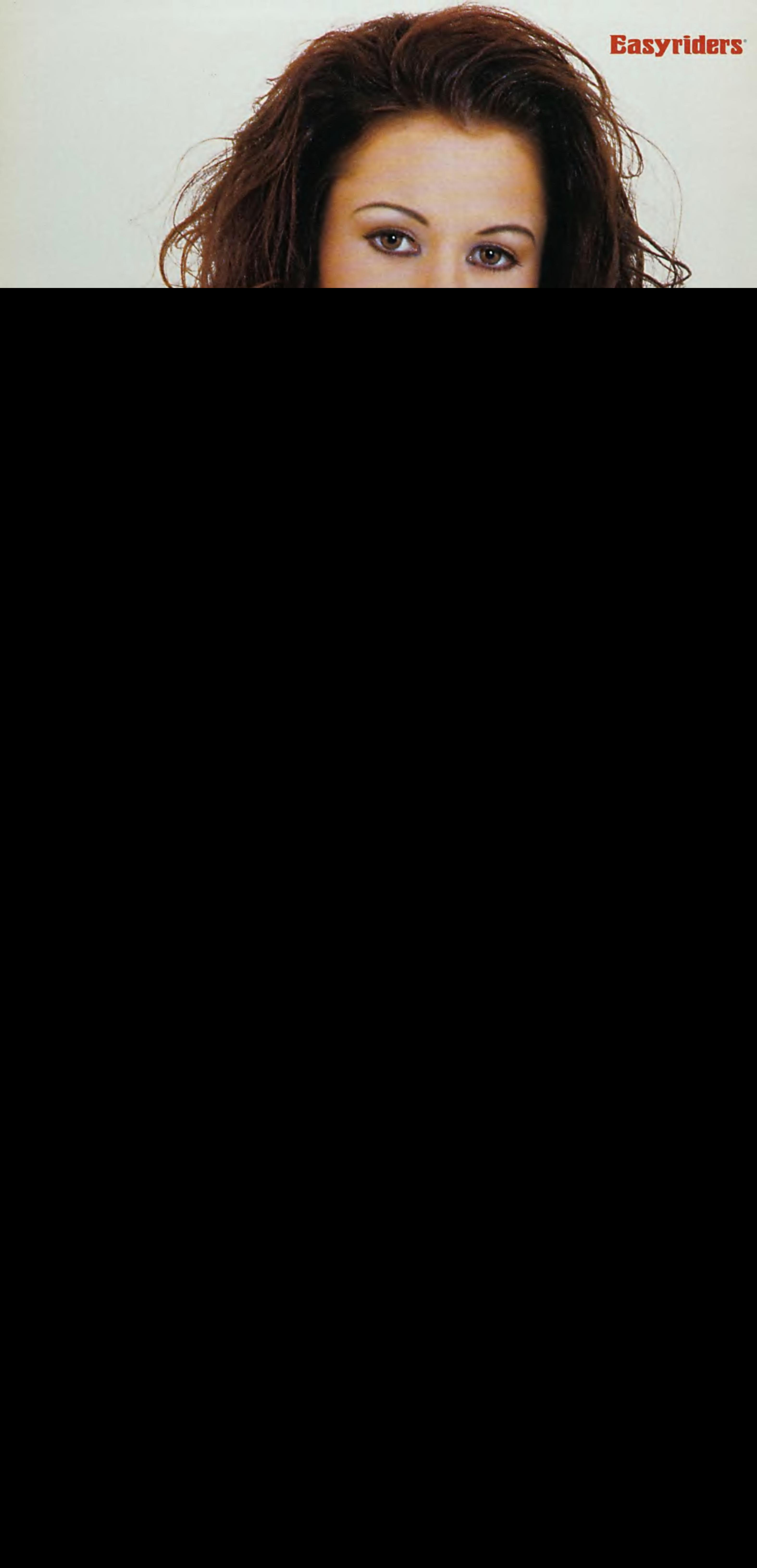
Jack knows how to make the countryside a blur on two wheels as well, thanks to his friends at Lake Norman V-Twin who put together this speedway scoot. These guys are earning quite a reputation for building high-quality motorcycles.

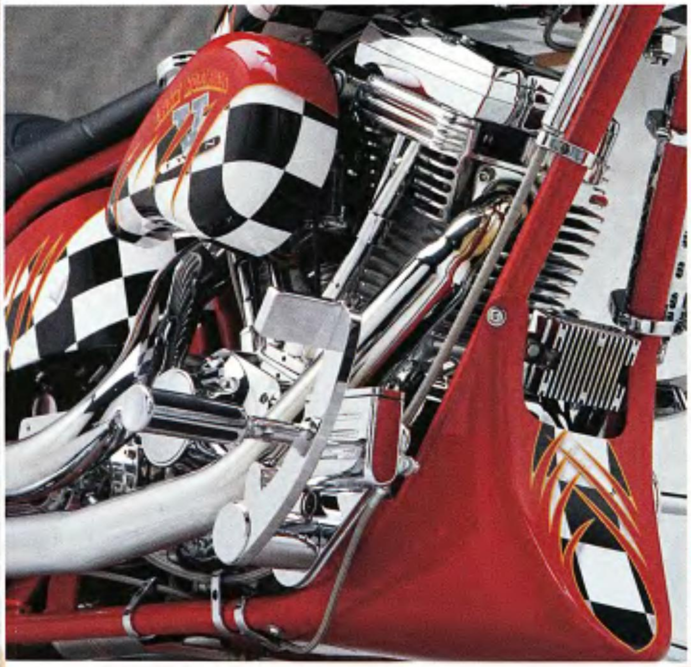
Checkered Past

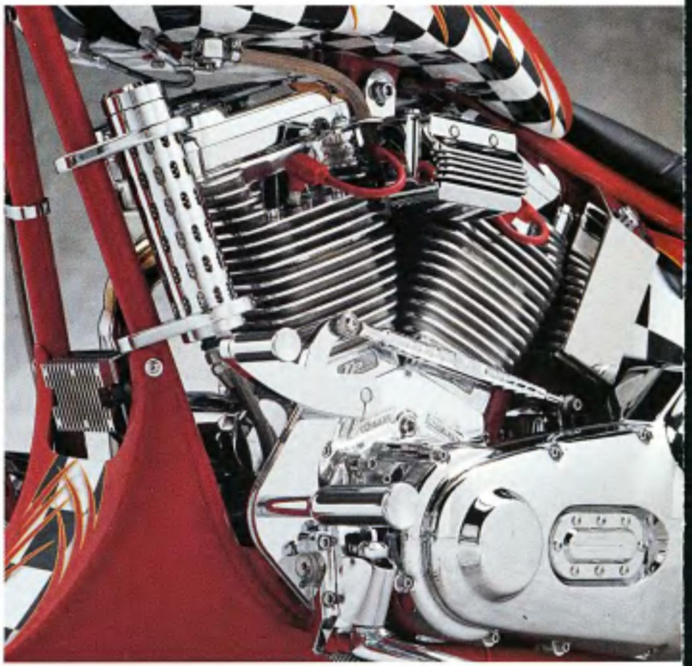
When it came time for Jack to create his very own checkered flag fandango of a scooter, he went for all the topnotch components. The tech sheet reveals all of today's favorite aftermarket goodies. It's a veritable laundry list of aftermarket parts that seem to be the formula for a custom Softail-style bike these days: Daytec frame, 113-inch TP Engineering motor, Edelbrock heads, S&S carb, Samson pipes, Ness bars, Headwinds headlight, and a slew of chromed what-nots from Custom Chrome.

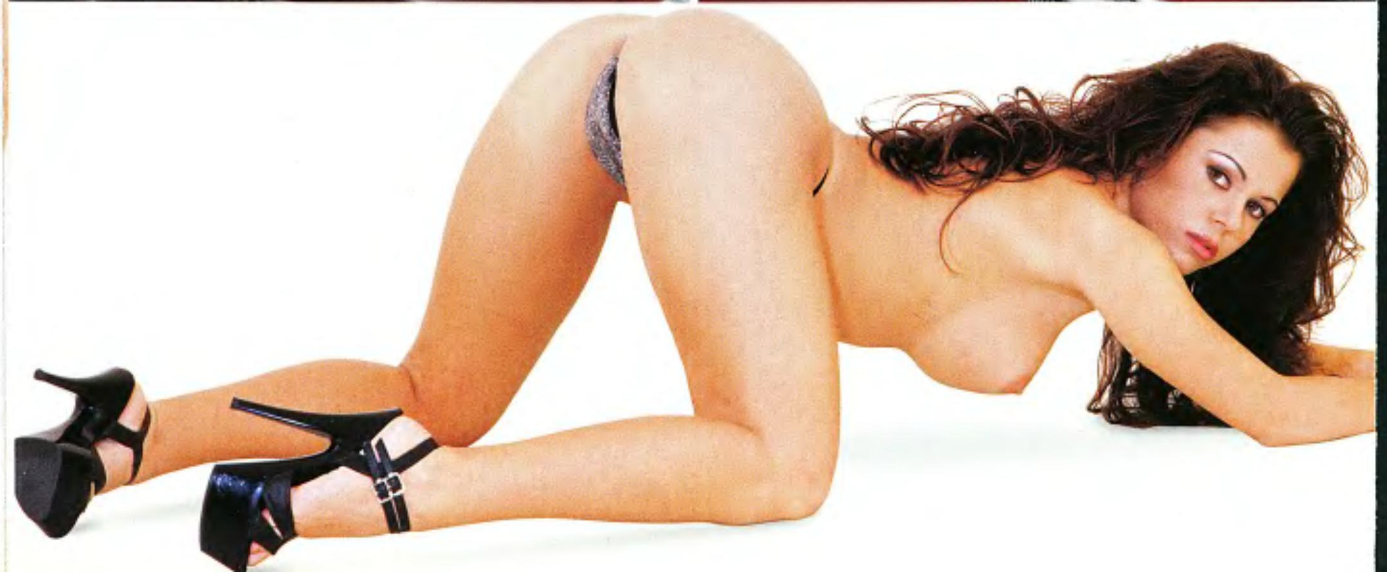
When it was time to lay on the winning flag graphics, Lake Norman V-Twin enlisted the help of master painter Charlie Mabe and the fine folks at PPG. Now, every time Jack looks at this bike he remembers that he's a winner both on and off the track. In this rag we see everything from longtime bikers who handcraft every part with loving care (like Wymond Walkem and his chopped Indian on page nine of this issue), to guys like Jack who hire the work and then ride the hell out of their hot rod sleds. We figure as long as the brother or sister has two-wheeled passion flowing through his/her veins and plenty of good ol' fashioned heart and soul, it's all good. I say ride 'em till the wheels fall off.

—Phantom Dave


Easyriders







passin' gas

A missionary deep in the Amazon jungle suddenly finds himself surrounded by a bloodthirsty group of cannibals. Surveying the situation, he thinks to himself, "Oh Lord, I am screwed." Immediately a ray of light shines down from above, and a thunderous voice booms out: "NO, YOU ARE NOT SCREWED. PICK UP THAT STONE AT YOUR FEET AND BASH IN THE HEAD OF THE CHIEF STANDING IN FRONT OF YOU."

So the missionary picks up the rock and proceeds to bludgeon the life out of the chief. Now he stands above the lifeless body, breathing heavily and surrounded by 100 cannibals with a look of absolute shock on their faces.

The voice booms out again: "OKAY, *NOW* YOU'RE SCREWED."

Fat Boy
The Rockies

The attractive hardbelly approached the pharmaceutical counter and asked the druggist for some "Sex-Lax."

"You mean Ex-Lax, don't you?" inquired the pharmacist.

"No, I mean Sex-Lax," she said. "I don't have any trouble *going!*"

Terry Wallgren
Gettin' Hyperfaced

A dinner speaker was in such a hurry to get to his engagement that once he'd sat down at the head table, he suddenly realized he'd left his false teeth behind. Turning embarrassedly to the gentleman seated next to him on the dais, he confided, "I'm afraid I forgot my dentures."

"Hey, no problem," said the fellow, reaching into his pocket and pulling out a pair. "Try these," he said.

The speaker tried them on. "Too loose," he said.

"That's okay, I have another pair on me," said the gent. "Here, try these."

The speaker put them in and responded, "Too tight."

Amazingly, the other guy was still unfazed. "I have one more pair on me—see if these will work."

"They fit perfectly!" exclaimed the grateful speaker, and he went on to eat his meal and then delivered a beautiful keynote speech. After the affair was over, the speaker went over to express his gratitude to the man who had saved his ass.

"I want to thank you for helping me out," he said. "Where is your office? I've been looking for a good dentist like you."

"Oh, I'm not a dentist," he replied. "I'm the local undertaker."

Doc Tillis
Denton, Texas

The graybeard biker and his ol' lady were taking a stroll down the beach when they happened across a stone-fox beach bunny sunbathing completely in the nude. As the old bro was getting himself a good eyeful, his ol' lady noticed a definite stirring in his shorts, and she whispered, "I see her, dear. You don't have to point."

Big Bill
On Top

Mad Mike comes walking into a bar with a little pet turtle in his hand. The turtle's one eye is black and blue, two of his legs are bandaged, and his whole shell is taped together with tattered duct tape.

The bartender asks him, "Hey, what's wrong with your turtle, mister?"

"Ain't nothing wrong with him," responds Mad Mike, setting it down gently on the bar. "This turtle's very fast, see? A racing turtle. Take your dog and put him at this end of the bar, then go and stand at the other side of the room. You call your dog, and I'll betcha a beer that before your dog reaches you, my turtle will already be there."

The bartender's gotta see this, natch, so he brings his dog to the end of the bar and positions himself against the far wall. The barkeep then calls his dog—and suddenly Mad Mike picks up his turtle and hurls it madly across the room, narrowly missing the bartender before the turtle smashes headlong into the brick wall.

"Told you it'd get there before your dog did," says Mad Mike, signaling for his beer.

TWIX Bar
The Web

Some rugrats were playing around during recess when the teacher heard one of them crying out. Rushing over to investigate, she asked, "Okay, what's the problem?"

Little Tommy piped up, "Spike took Tony's apple."

"And where's the apple now?" the teacher asked.

"I ate it," said Little Tommy. "I'm the lawyer."

Rooster
Ventura, Calif.

Tranquility

Picture yourself near a stream. Birds are singing in the crisp, cool mountain air. Nothing can bother you here. No one knows this secret place. You are in total seclusion from that place called the world. The soothing sound of a gentle waterfall fills the air with a cascade of serenity. The water is clear. You can easily make out the face of the person whose head you're holding under the water.

There now—feeling better?

Annie Greensprings
Wine Country

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Jack Sprague
City: ....Concord, North Carolina

General

Fabrication: ....Lake Norman V-Twin
Year/make: 1998 Lake Norman Pro Fat
Model: ....Softail-style
Assembly: ....Lake Norman V-Twin
Chroming: ....Custom Chrome

Engine

Year/model: ....1998 TP Engineering
Rebuilder: ....Chuck Naas
Ignition: ....Crane Hi-4
Displacement: ....113 cubic inches
Lower end: ....TP Engineering
Pistons: ....TP Engineering
Cases: ....polished
Heads: ....Edelbrock
Cam: ....TP Engineering 600 lift
Carb: ....S&S
Pipes: ....Samson Big Guns
Modifications: TP Eng. hydraulic lifters, S&S air cleaner

Transmission

Year: 1998
Modifications: ....JIMS close-ratio gears, Primo belt drive, 65-tooth wheel sprocket

Paint

Painter: ....Charlie Mabe
Color/type: ....red, black, white/PPG/ House of Kolor
Special paint: ....checker board graphics

Frame

Year: 1998
Type: ....Street Scene 180
Builder: ....Daytec
Shocks: ....Progressive Suspension
Modifications: ....38-degree rake, 3-inch stretch, hidden fork stops

Accessories

Bars: ....Ness Direct
Handlebar controls: ....Custom Chrome
Fenders: ....Jesse James
Headlight: ....Headwinds
Taillight: CCI
Speedo: ....Drag Specialties
Pegs: ....Excel
Foot controls: ....Excel
Electrics: ....Pro-One
Gas tank: ....Fat Katz, 4.2-gallon
Oil tank: ....CCI, 3-quart
Oil system: ....Pro-One
Seat: ....Pro-One
Mirrors: ....Pro-One
Grips: CCI

Forks

Type: ....wide glide
Builder: ....Lake Norman V-Twin

Wheels

Front

Type: ....Rev Tech
Size: 21-inch
Tire: ....Dunlop
Brake: ..Performance Machine 4-piston

Rear

Type: ....Rev Tech
Size: 18-inch
Tire: ....Dunlop
Brake: ....Performance Machine 4-piston

Photos: ....Michael Lichter

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As the morning light broke, hundreds of colorful bikes came into view, blanketed by an otherwise gray day. The street was full of throbbing machines, roaring defiantly at being roused so early in the morning by the multitude determined to make this annual run. Those in attendance knew that nothing could dampen their spirits this morning. As the rain began to fall, some bodies sought shelter under awnings and doorways, waiting for the ride to begin. Others remained in a euphoric state in the saddle, waiting patiently for any direction given.

RUN for my life

christmas biker heroes

The first engine roared to life and others immediately followed suit. The rolling thunder had begun. Crowds of onlookers had gathered along the street. The echo of engines filled the air. No words from any of the onlookers were spoken. Words weren't necessary. The energy that filled the air, coupled with the knowledge of what was ahead, obliterated any need for verbal communication. It was the Toy Run, and everyone knew what was expected. There were no questions and answers; information was garnered from observation. Slowly, those who weren't mounted on a machine pulled back from the pack, creating an escape route for the leather-clad horde. For those who inhabited the soon-to-be-silent town, it was understood that this motley crew would not return for another year. Although the moment of the bikers' departure was a climax, as the spirit of the season permeated the crowd, it was short lived. For those watching, it would be a memory to savor.

Together as one, the machines moved with ease and grace through the narrow streets, swaying with unity at each turn in the road or obstacle to be negotiated. It was music in motion with their own melody being played in a steady, drumming rhythm. The road opening ahead was leading the group to another town, where more bikes and riders awaited. The scores of onlookers lined the highway before them, waving and nodding their consent to the approaching heroes. Riders returned the enthusiasm, greeting the parents and children alike who would benefit from this small token of love. A precious cargo of colorful games, stuffed toys, remote-controlled toys, and Christmas decor decorated the festive machines.

As the ashen faces of the riders brought on the color of the day, the atmosphere began to regenerate, slowly transforming into an image of good hope. For some it was the only

way they felt comfortable showing their feelings. Children are unassuming, non-judgmental, and full of the spirit, characteristics that so many of us tend to lose with age. Though rough-hewn around the edges, these bikers have a soft spot for the young and the innocent, especially those in need of help and hope.

The first town welcomed the procession to a main street well-endowed with a multitude of bars, pubs, and lounges. While many ambled into their respective places of pleasure, some chose to remain within the vicinity of their rides, opting for casual conversation, words of mechanics, and shared feelings about the event.

With an approving, if not nearer to an adoring eye, the riders take up their positions, preparing for a methodical, but much-anticipated sojourn to the next haven of rest and food. Without provocation or direction, the motors rumble, the heat from the exhaust mingling with the warming air of late morning. Reverberating against the walls of the buildings around them, the low and steady rumble rises to a crescendo as throttles are tested.

Steam created from the heat of the machines hitting the damp pavement creates the appearance of bikes floating upon a gray ocean, stretching far beyond any man's vision. As the new city looms ahead, heralding the arrival of the gift-laden riders, the mood of the pack becomes pensive. In some ways the wandering soul finds some meaning to answer for this life that balances on the razor's edge. The riders gather together to deliver their final gifts and relive the past 48 hours of their lives. Ideas are discussed and love is a skirted issue, while passion predominates the root of all conversation. It may come in many forms, crude or otherwise, but the underlying factor still remains. We ride to live.

As storm clouds take over the skies, large droplets of water attack man and machine, pummeling every square inch of exposed ground. Slowly, and with care, the riders dissipate as the clouds had earlier in the day, each going his own singular way. Some quickly ride to catch up with others, while a few peacefully travel on their own. They will see each other again, some soon, while others may need the year to strengthen their desire to join such a large contingent. The individual is the norm. A minuscule percentage remains at the destination, clinging to the camaraderie and not feeling the call to venture to a new day, not just yet.

With a feeling of elation and loss, I leave the two-wheeled clan, knowing I am part of a whole that will be somewhere, gathering and waiting for my arrival. To give to others under these circumstances, with these people, is a reward far greater than any other achievement life has given me, and something no personal feat could replace. I look forward to the next event, and could not imagine a year without attending this worthy love affair combining bikes, children, and Christmas.

—*Cheri Kolstad*

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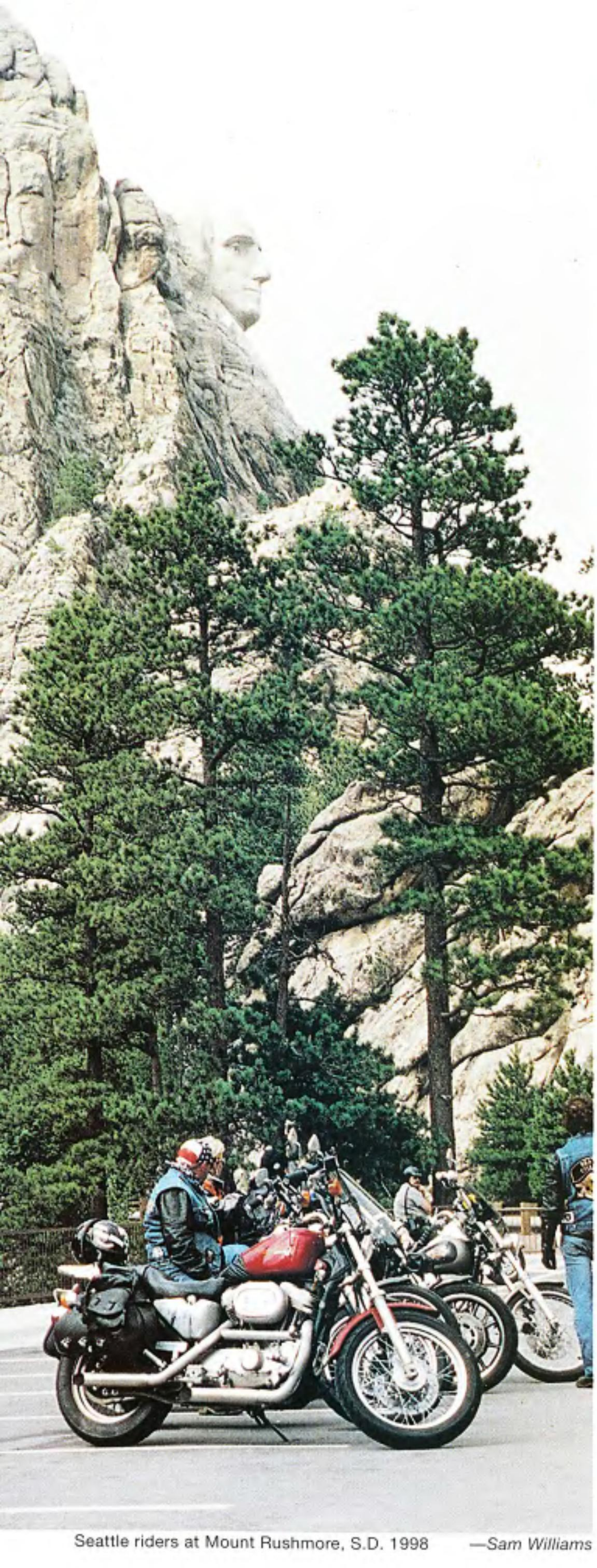
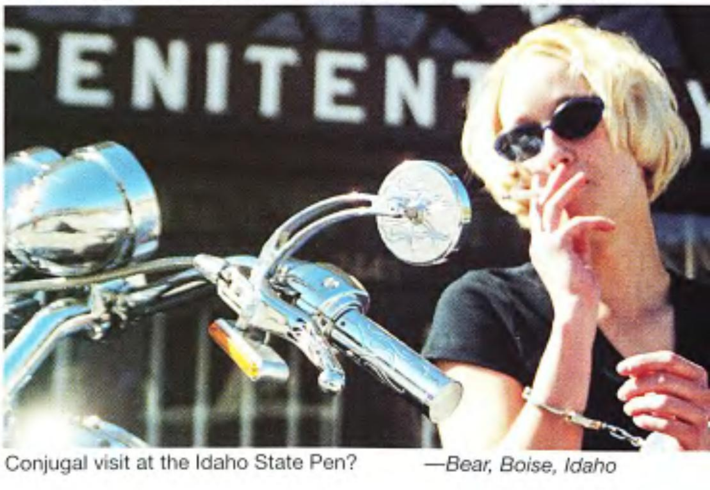
Last one out lives on Nuclear Sunday. *—Mike Lichter, Laconia, N.H.*



Seattle riders at Mount Rushmore, S.D. 1998 —*Sam Williams*

Hitched at the Shack, 4/18/99. —*Wendy & David, Anaheim, Calif.*

Run Through The Park bros. —*Blue Bike Mike, Orange Co., N.Y.*

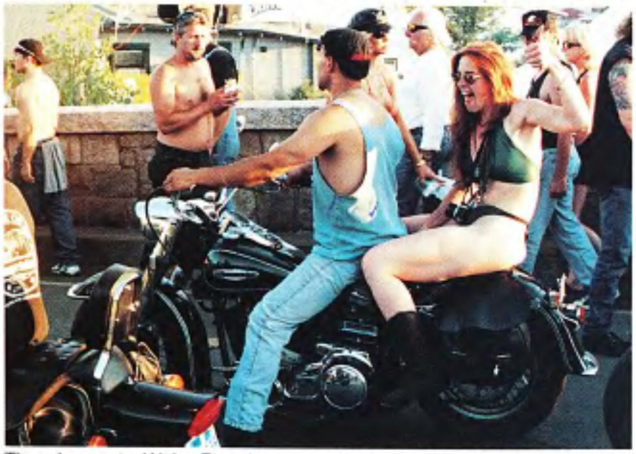


Conjugal visit at the Idaho State Pen? —*Bear, Boise, Idaho*

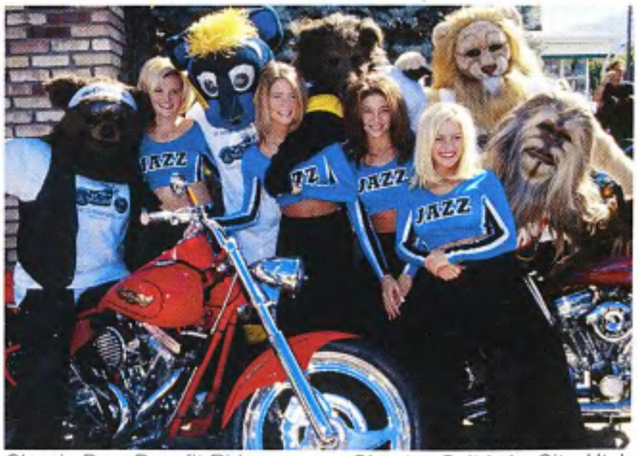
Hot draggin' action in the Deep South. *—T.W. Banks, Riverdale, Ga.*

Bike Week '99 babe. *—Frank White, Bergenfield, N.J.*

On vacation at Daytona Beach. *—Gina Ritchie, Hamilton, N.J.*

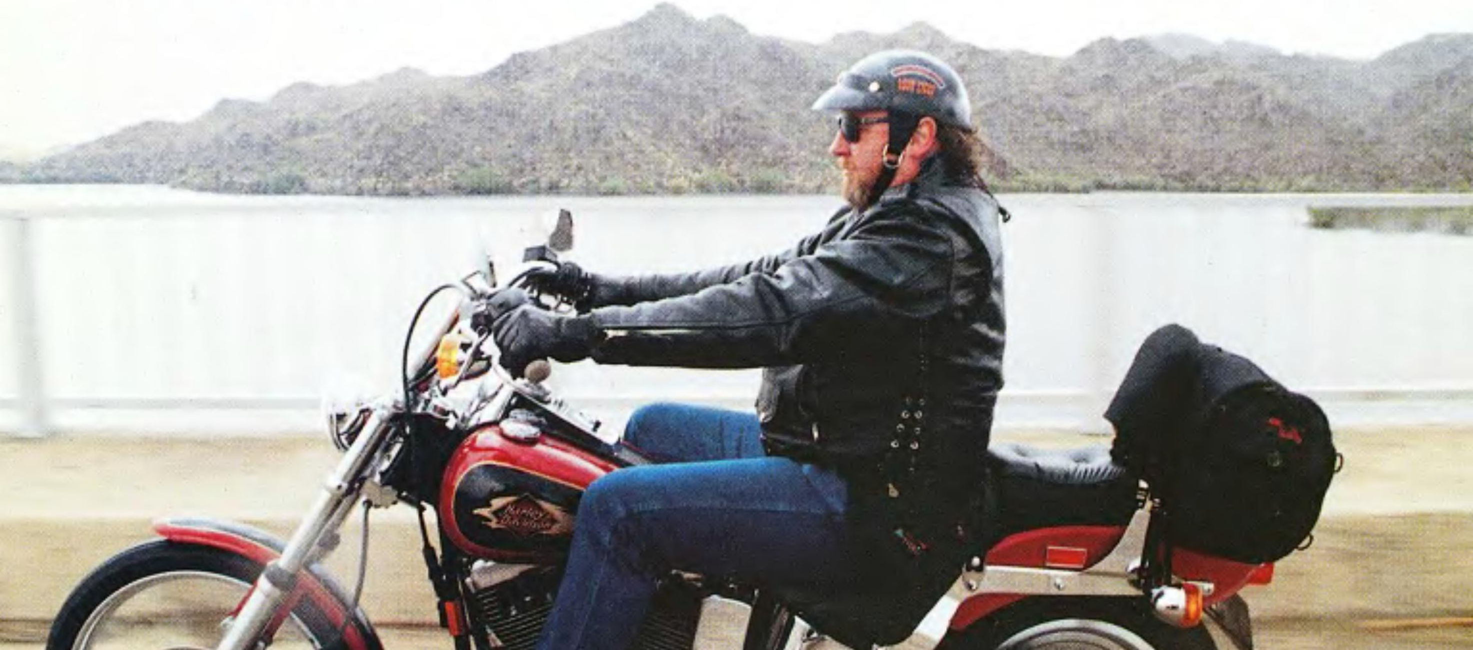


Thumbs-up to Weirs Beach. *—Babcock Photos, Laconia, N.H.*



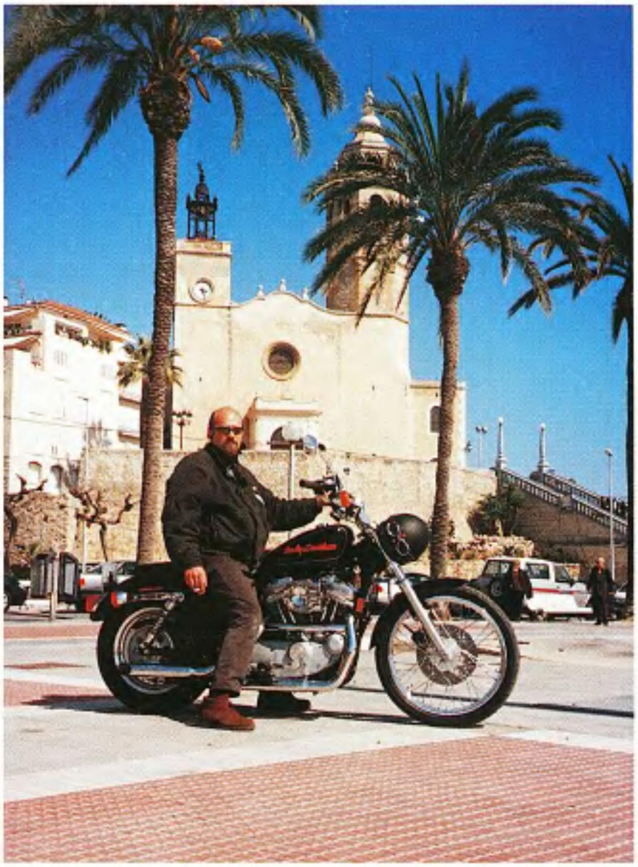
Classic Bear Benefit Ride. *—Shooter, Salt Lake City, Utah*

Fun in the sun at Myrtle Beach Bike Week. —*Mark Gillen, Baltimore, Md.*



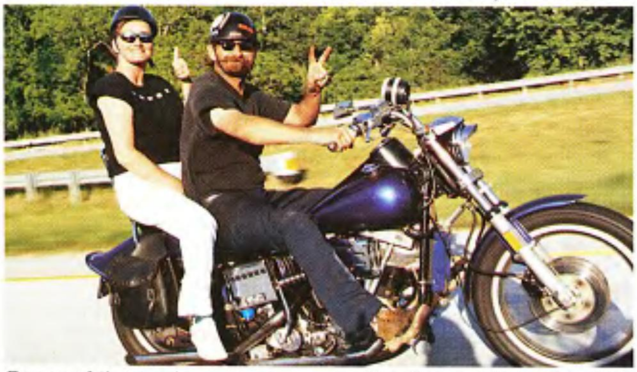
Bro Jim at Davis Dam, Laughlin River Run '99. —*Mark Sherman, Hanford, Calif.*

Grabable globes. —*Darrell Brewer, Sanford, Fla.*

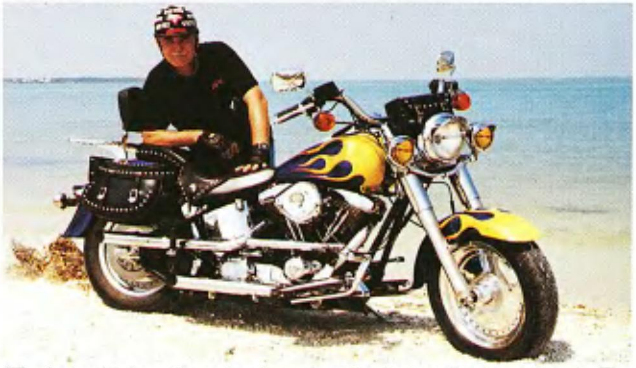


H-D *hombré*. —*Xavier Torquet Ipera, Sitges, Barcelona, Spain*

1935 Ford Coupe pulls a '54 Panhead at Broadway at the Beach, Myrtle Beach, S.C. '99. —*Andy Walton, Wilmington, Del.*



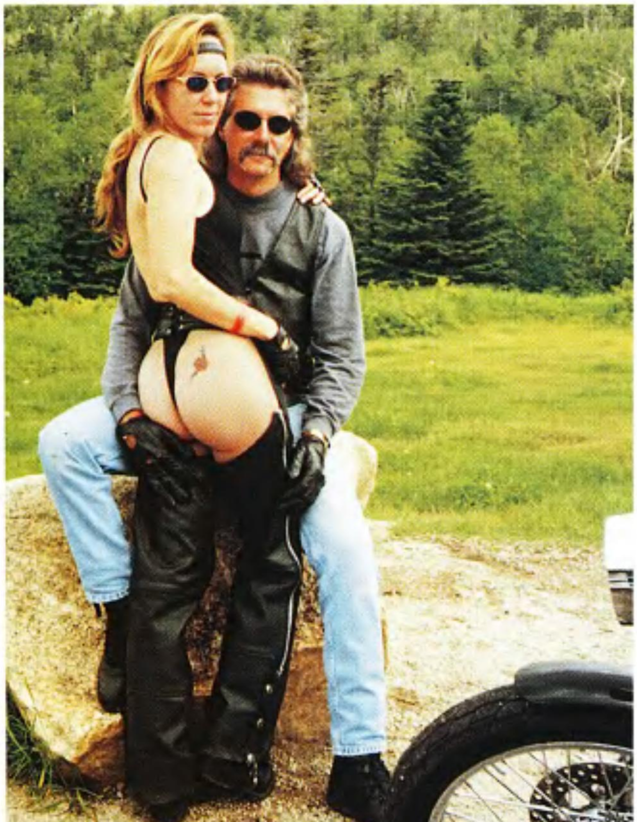
Peace of the road. —*Ray Owens, Welcome, N.C.*



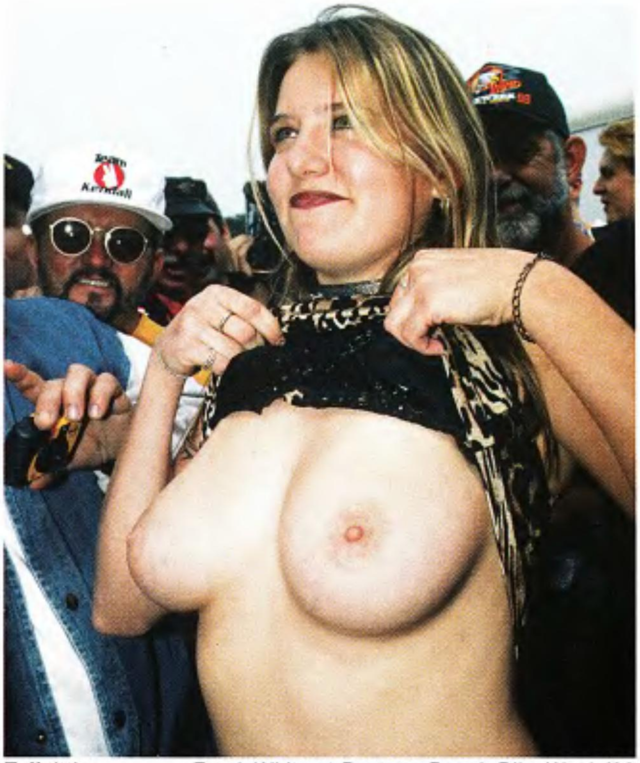
"To dad, with love from Jen." —*Jennifer Dohm, Daytona Beach, Fla.*

Winter's lookin' better. —*Brian Mallie, Mechanicsville, Iowa*

Partyin' in Laughlin, Nev. —*Kyle Kucin, Easyriders of Denver*



Jerry and Angie at White Mtn., N.H. —*Flash Photo, Lorain, Ohio*

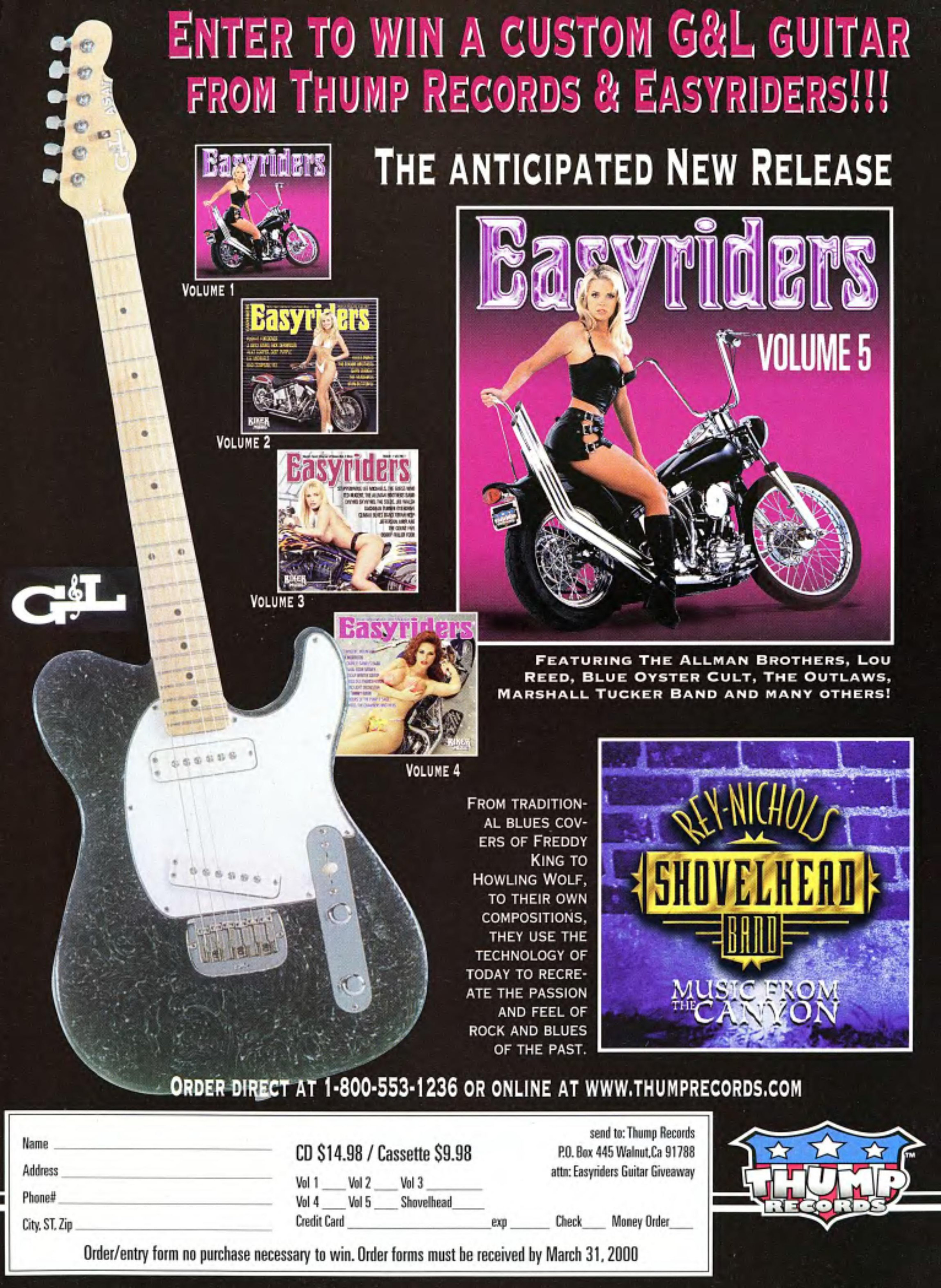


Tuff titties. —*Frank White at Daytona Beach Bike Week '99*

Ma and Pa (Pete) Gresko, Rochester, N.Y., 1940s. —*Ron Gresko*

The gang on a poker run. —*Justine Mooney, Middleburg Hts., Ohio*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders In The Wind*, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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Bitchin.

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This 1947 Knucklehead was born in Milwaukee, raised in Omaha, and has been traveling ever since. Its present owner, Doug Vollmer, was born in New York, raised on the road, and has set his foot in just about every state in the Union.

Rounder Knuckle

Doug Vollmer's '47 H-D Dream Machine

Ever since high school, Doug's dream had been to settle down in one place and find an old Knuckle to restore and ride. But his job as an automotive engineering consultant prevented him from hanging his hat in one place for too long, and he never found the time to begin a restoration project.

Vollmer's luck changed with a transfer to Omaha, Nebraska, in the late '80s, where he stumbled upon an overlooked trade-in in a dark corner of the local Harley dealership. The shabby remains of the Knuck were dragged out, hosed off, and sold to Doug right on the spot. The bike needed a top end overhaul to get it running and a paint job to renew its respectability.

Anxious to ride his new prize, Doug left the major restoration chores for the future, doing most of the preliminary work himself, and had the old scoot up and running in no time. He remembers being pretty surprised at the praise and adoration he received at local bike shows. But Doug's traveling days weren't over just yet. A transfer to Texas with its warm weather and endless roadways provided him with more opportunities to enjoy riding. About the time he was getting comfortable in Fort Worth, another transfer saw him off to Atlanta. Not one to grumble, Doug went ahead and made the move, and the Georgia transfer turned out to be one of his luckiest.

Once in Atlanta, he met up with two powerhouses in the vintage motorcycle world. The first was a bike shop owner known as Old Dude, who has H-D oil for blood and knows Harley lore backward and forward. Old Dude helped Doug rebuild the Knuckle's aging engine. The second antique restorer and bike builder he met was Cliff Lynn of southern Alabama. Cliff has forgotten more about old Harleys than most will ever know. Cliff restored the gas tank's shut-off thread for Doug after he was turned away from several other shops, being told, "It's impossible to do—go find new tanks." Cliff's skill and workmanship on his own fleet of ancient Harleys convinced Doug it was time to dismantle and restore his Knucklehead from top to bottom.

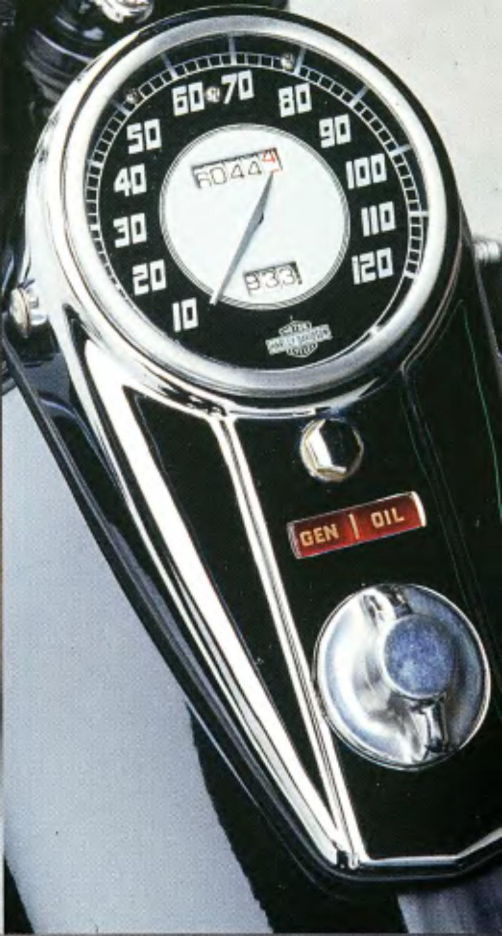
Doug learned some important lessons the hard way, lessons he wants to share

with other restoration enthusiasts. "First, it pays to network with others who have been through the restoration or custom-building mill," Doug says. "You need to learn from their experiences and mistakes by avoiding shops that aren't mentioned frequently in the preferred category." Case in point: The first paint job on his second restoration was a disaster, and the painter refused to reshoot it. Doug breathed a sigh of relief after Terry Southern rescued his sheet metal. Terry stripped it bare, metal finished the dings and dents, relieved the vibration hardness and stress, and coated it all in a high-luster gloss black urethane skin.

Chrome-plating turned into a nightmare as well, when replated parts had the plating peeling off of them even before being unwrapped. Calls to the shop owner only provoked additional unsatisfactory work when the returned parts were so badly polished and undercut they were rendered useless. A call to Brown's Plating in Tennessee solved all the fingernail biting. Brown's restored the rough parts, then treated the vintage metal and iron to a highly polished, triple chrome plating process that made them both tough and beautifully brilliant.

Doug picked up an engine case trick while at an El Paso shop: When the engine cases are split for a major overhaul, they can be bead blasted to clean them up, once degreased. To keep them bright after washing off the glass bead dust, a coat of dull aluminum paint can be sprayed on a rag and rubbed over the cases. This process will brighten them up in a way that can't be achieved otherwise.

This restorer's secret weapons for success at bike shows include meticulous attention to detail, his wife Vicki's total support, and the enthusiasm of his son, Mark, who has been helping tirelessly for six years (and he's only 12). Besides riding with his dad, Mark's favorite pastime is shining the scooter and hanging out at the shows. Speakin' of which, Doug's blood, sweat, and tears were honored with a 3rd Best of Show trophy in the Spectator Class at our Easyriders Bike Show in Dallas. Our hats are off to you, Doug, because your dream-come-true bike is a dream that many of us share. *—M.F. Egan*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HARLEY-DAVIDSON

Owners: ....Doug and Vicki Vollmer
City: ....Westminster, California

General

Fabrication: ....bone-stock H-D
Year/make: 1947 H-D Knucklehead
Model: ....FL
Assembly: ....owner
Chroming: ....Brown's Plating

Engine

Year/model: ....1947 Knucklehead
Rebuilder: ....owner, Old Dude at Aardvark Cycles

Ignition: ....6-volt circuit breaker
Displacement: ....74 cubic inches
Lower end: ...S&S flywheels and rods
Pistons: .... .020 over stock
Cases: ....bead-blasted, aluminum painted
Heads: ....original stock
Cam: ....stock lift
Lifters: ....solid
Carb: ....M-35 Linkert
Air cleaner: ....7-inch round, original
Pipes: ....H-D fishtails

Transmission

Year: 1947
Shifting: ....4-speed, tank

Paint

Painter: ....Terry Southern
Color/type: ....black/PPG

Frame

Year/type: ....1947 rigid
Builder: ....H-D
Rake: ....35 degrees

Accessories

Bars: ....Speedster
Handlebar controls: ....internal
Fenders: ....original H-D
Headlight: ....Guide
Taillight: ....tombstone
Speedo: ....120 mph
Dash: ....2-light style
Pegs: ....H-D footboards
Foot controls: ....rocker clutch
Electrics: ....6-volt battery
Gas tank: 3.5-gallon
Oil tank: ....horseshoe-style
Oil system: ....recirculating
Seat: ....buddy seat
Mirrors: ....none
Grips: ....Harley rubber-type

Forks

Type: ....springer
Builder: ....H-D

Wheels

Front

Type: ....H-D
Size: 16-inch
Tire: ....Coker
Brake: ....drum

Rear

Type: ....H-D
Size: 16-inch
Tire: ....Coker
Brake: ....drum
Photos: ....Michael Lichter

3RD BEST OF SHOW: SPECTATOR CLASS
Easyriders Bike Show, Dallas, Oct. 31, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 2000.

FoxHunt

Meet July's Winner

Yeah, the way we like her, buns up and kneelin'! Ladies and gentlemen, and I use the latter term loosely, it is our distinct pleasure to introduce you to our July Fox, Miss Celenea of Portland, Oregon! This cute little vixen, all 5-foot-3 of her, was a big hit with all of you ... and a really big hit with us! How did she manage to procure so many votes? We have a pretty good idea. I mean, one look at her pert and supple yabos made my willy shoot down my pant leg like a snake down a radiator hose! Not only is she a full-time college student, but a dancer at the very biker friendly Club 205 in Portland. After landing in L.A., she spent the next few days in our capable hands, being wined and dined in only the finest places. We made sure the local Mickey D's had a tablecloth. Check out Raiko's shoot of this little spinner, uh stunner, on Keith Muller's '98 Bourget's Python starting on page 100. She was soon on her way back to Portland, with a smile on her face, leaving our hearts shattered on the floor. Oh, well. Next ...

—*Shershould O'Dunner*

Catina—Florida

#1201

"I hate to say this, but on my first ride I was totally terrified!"

Jennifer—Texas

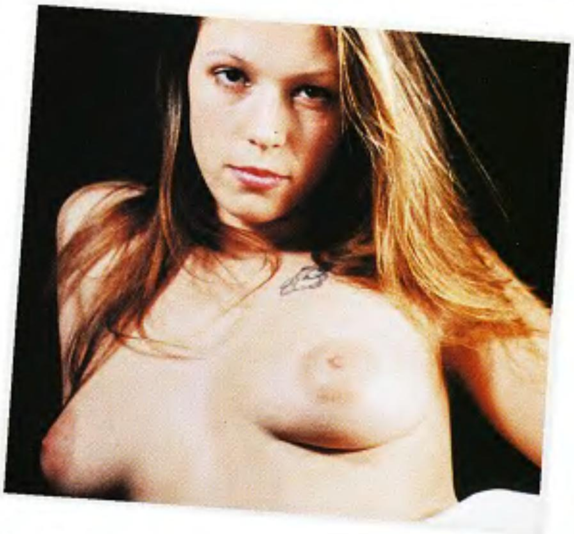
#1202

"My first ride was in the Colorado mountains. The winds were cool, and the bike was hot."

Kathy—Illinois

#1203

"On my first ride, I was very excited by the man in my arms and the bike between my legs."



Mary—Maryland

#1204

"It was like the first time I had an orgasm! When it was over, I wanted to do it again!"

BJ—Maine

#1205

"After my first ride I was totally convinced that bigger is definitely better."

Tara—California

#1206

"It was the vibration that got my attention right away, and kept me ON all day long."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #318 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes November 1, 1999. The voting deadline for this month's crop of cuties is November 30, 1999. We'll print the winner in the April 2000 issue.

Here she is, bros, the August 1999 winner in our monthly Fox Hunt, Teresa, #806, from Lawrenceburg, Kentucky. See more of her next issue.

318

FOX HUNT
P.O. Box 3000,
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I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
I am _____ years of age, born __________
I will pose Fully Nude __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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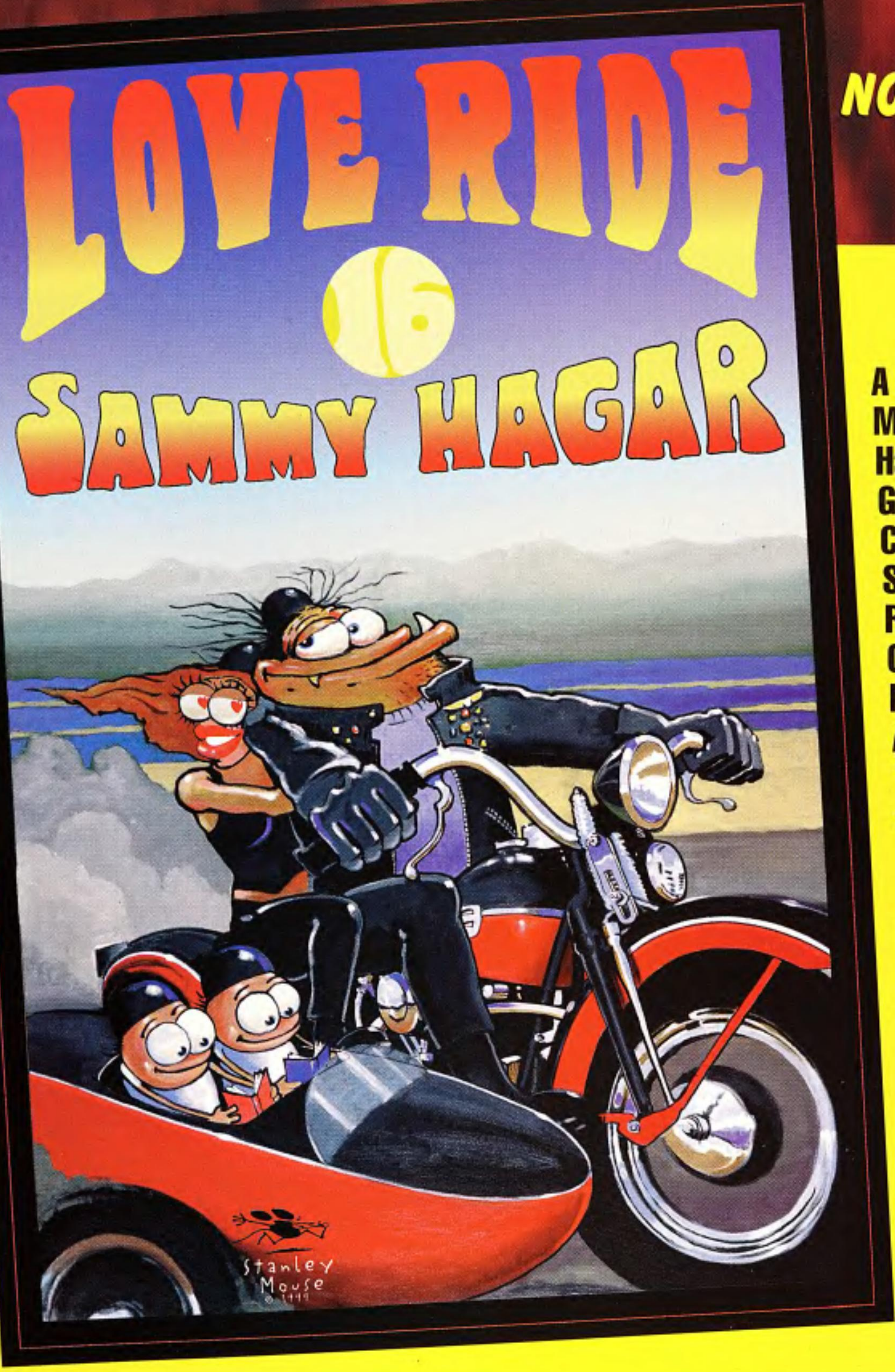

SUNDAY, NOVEMBER 14, 1999

A Caravan of 20,000 Motorcycles from Harley-Davidson of Glendale to a Concert, Trade Show, and Tony Roma's Barbecue at Castaic Lake to benefit The Los Angeles Times' "Reading By 9" and MDA.

Fundraising packets available at participating Harley-Davidson dealerships and other fine motorcycle dealers throughout California

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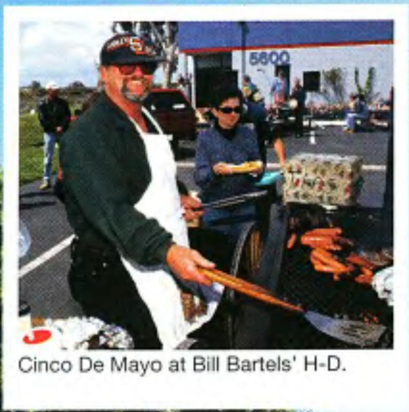
LOVE RIDE 16 HARLEY-DAVIDSON OF GLENDALE

Sunday, June 13, 1999, was one of the happiest days of this scribe and picture-taker's life. It was Rip's BAD (Bikers Against Diabetes) Ride, the second annual fundraiser for the American Diabetes Association (ADA). We had a great turnout, with lots of sunshine to go with it.

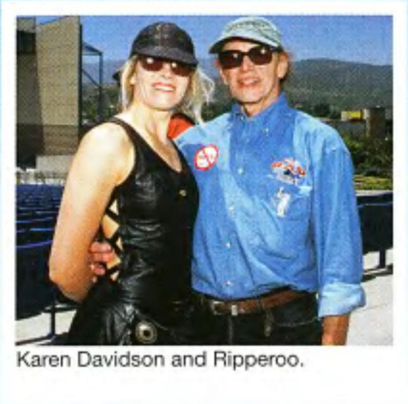
The Quaid family of H-D Loma Linda, California.

Deuce

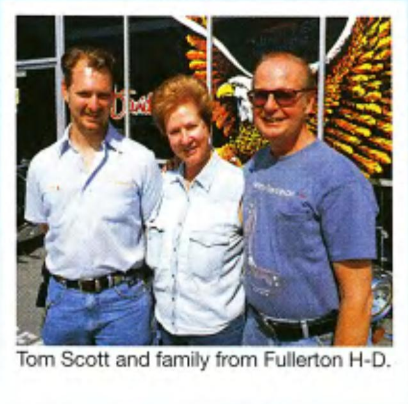
Gettin' it on at Rip's BAD Ride



Cinco De Mayo at Bill Bartels' H-D.



Karen Davidson and Ripperoo.



Tom Scott and family from Fullerton H-D.

A good time was had by all at the pre-ride parties.

One BAD alien and pals at the Blockbuster.

It's all about doin' good for a good cause.

Rip's pre-BAD Ride party in San Diego.

Last year, the run was held earlier, on April 5, and the weather wasn't very warm. In fact, it was downright mean-looking. The date chosen was my doing, but at least it wasn't raining! I picked that day specifically because it was a couple of weeks before the Laughlin River Run, and I thought it would be a good shakedown run for some of the Los Angeles-area riders. If you and your bike couldn't make a 75-mile putt, then you had no business trying to make it to the Colorado River for that ride. Who wants to be stuck in the desert at night with scorpions, rattlesnakes, and coyotes checking you out?

Moving the date back a couple of months this time around was a smart move, as it added preparation time. I don't take credit for that, although our committee was in a bit of a quandary as to what weekend in June to pick. Since we had already made an announcement in *Thunder Press*, the committee left it up to me. I missed many meetings this year because of health reasons and my road job, but I felt confident that things would turn out. I'm not ashamed to admit that I also did a lotta praying.

When a couple of our committee members had a meeting with the Southern California Harley-Davidson

Dealers Association, they held out a carrot for us to move the date back after the Laughlin River Run. We obliged, and they said that they would perhaps come aboard next year. I remember that the Laughlin River Run was originally an MDA benefit operated by a couple of Harley dealers. I'm wondering how much money the MDA is seeing from that run now? We may be small potatoes to these big shots, but if we continue strong, we won't stay that way for long. Politics shouldn't come into play when doing a benefit, but it has a way of creeping in.

The Fryed Brothers at the Blockbuster.

We are getting lots of support from many individual Harley dealers anyway. You know right off the bat where their hearts are and what they want out of it—whether it be doing right or making money. One true gentleman that I want to praise is Tom Scott of Fullerton H-D. In one of his parking lot sales he gave the ADA a free spot and the use of one of his tables so they could pass out flyers and sell raffle tickets for a Dyna Wide Glide (won by Rhea Turt-Hauz). On top of that, he donated $10 out of his own pocket for everyone who signed up that day for the

Raffle bike at Bartels' H-D, Marina Del Rey, California.

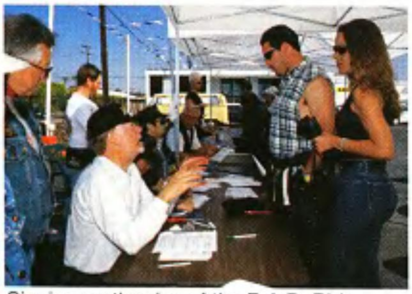
Sportster winner Robbie Traughbar.

BAD Ride. Now that's a dude who has my respect. So does Bill Bartels, who let us have meetings at his store and helped us by including the ADA when he had a Cinco de Mayo party. Other support came from Orange County H-D, who let us have a booth at their Grand Opening. Pomona H-D granted us the same, along with a free spot when they had a parking lot sale.

Something as huge as the BAD Ride isn't put together overnight. It takes much planning and lots of hard work by many people. We're fortunate to have a good steering committee, headed by Kenny Gerston. We have some pretty good soldiers as well, primarily the Los Angeles H.O.G. chapter #1. They ride out of Bill Bartels' H-D in Marina Del Rey, California. I'm very proud to be associated with them, as they grease the wheels and keep them rolling. Thanks to these people, this year's BAD Ride netted the ADA $150,000, with over 2,200 riders in attendance.

Some other folks who need mentioning are Micah McCloskey, who was one of our bike show judges and led a group of riders from his shop in the Valley to the run site, and Joe and Leslie Boniface, who had a pre-BAD Ride party (a week before the ride) at Zeldaz, a nightclub in Palm Springs. At the party they raffled off a Sportster, which was won by another lucky lady, Robbie Traughbar. Joe and Leslie belong to a bike club called the Desert Riders Association. They raised over $15,000 for ADA.

The Pat Rettig Band donated their time and talent the night before the ride at a VIP Party held at Tony P's Dockside Grill in Marina Del Rey. They played damn good Southern rock. I told the keyboard player that they played our kind of music and he replied, "That's because we're


Signing up the day of the B.A.D. Ride.

The Cadillac Angels rock the house.

Rip and Lori Stevens en route.

Ken Gerston, Karen Davidson, and top raffle ticket seller Bob Schwartz.

Steve Shapiro, Merle Bartels, and Ed Jenkins at Bartels' shindig.

Leslie and Joe Boniface, and Zeldaz manager Rod Copeland.

The Mike Reilly Band beltin' out the sweet tunes.

your kinda people." I didn't ask him what he rode. Their CD is called *The Pat Rettig Band: Ass-kickin' Southern Rock*. If you're interested in checking them out call (310) 204-2779.

Also, I've got to thank our CEO Bill Prather for letting us have $6,500 worth of Easyriders caps, T-shirts, and good-looking long-sleeve denim shirts. These went as prizes for the folks who raised money for the ADA over and above the entry fee, or they could be purchased outright. Bill also gave the ADA valuable pages in both *Easyriders* and *Biker* magazines.

On the morning of the ride there were over a dozen hub locations from which people could ride, ranging from Ventura in the north, to San Diego in the south. Many folks just rode in with their homeys right to the giant outdoor amphitheater known as Blockbuster Pavilion in Devore, California.

This year the sun was shining and it was pretty damned hot, with very little shade near the front of the stage area; consequently, we may change the location of next year's BAD Ride. Maybe the third year will be the charm. With every BAD Ride we learn more about what you folks want, and we'll try our best to provide it for you. I didn't like the price the Blockbuster was charging for beer, but we didn't have any control over that.

To read more about what happened during Rip's BAD Ride, see if you can locate a copy of *Biker* issue #176 and check out my column called Rip's Run. If you and a group of your friends want to get involved in helping out by putting on a function for the American Diabetes Association in your area, get a hold of me. I can be reached at rip@easyriders.com. Get involved; it will do your heart good to help others.

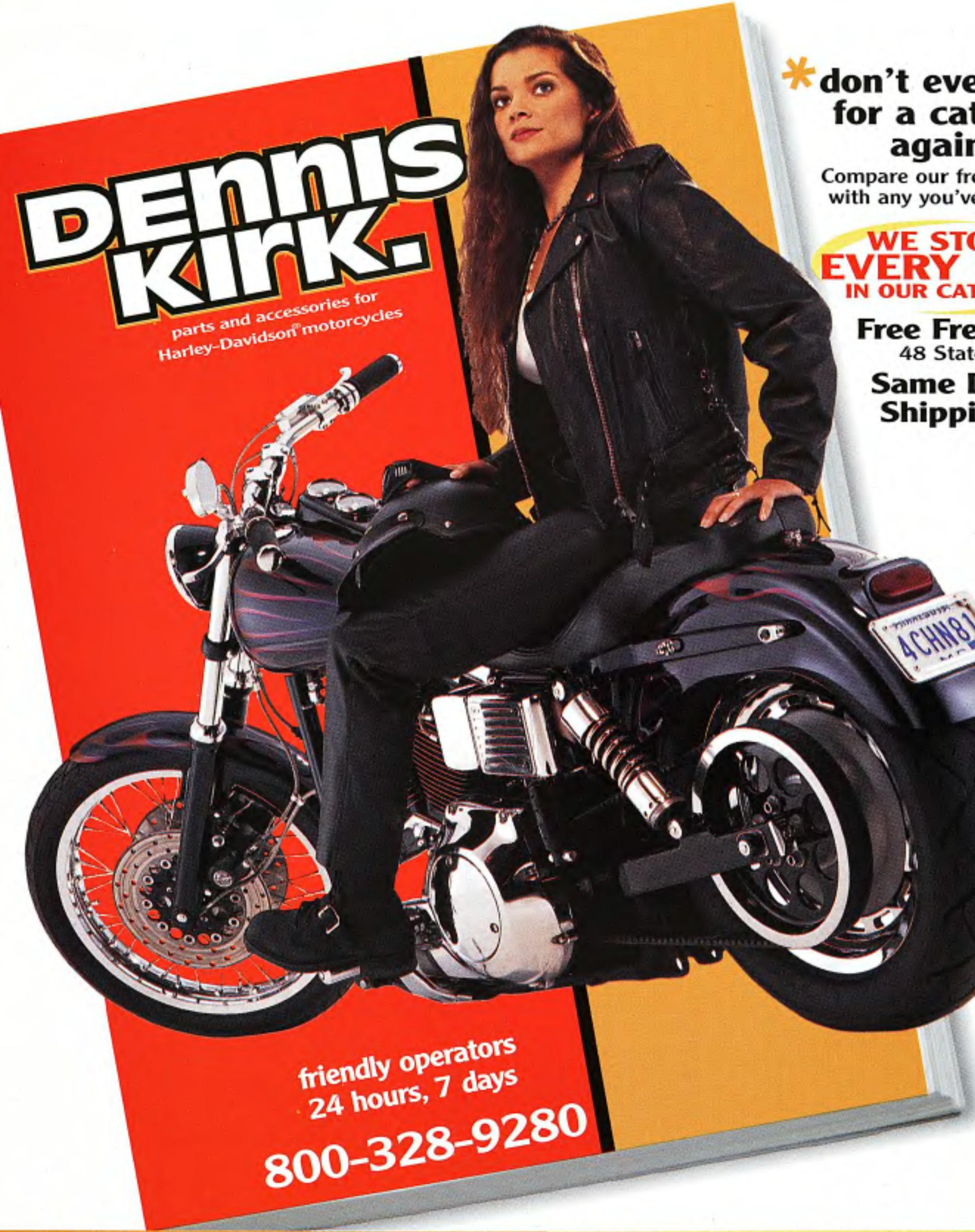
—Rip

Smiles all around for Rip's Ride.

Orange County H-D honchos.

You can bet we'll be back next year.

Photos: Rip



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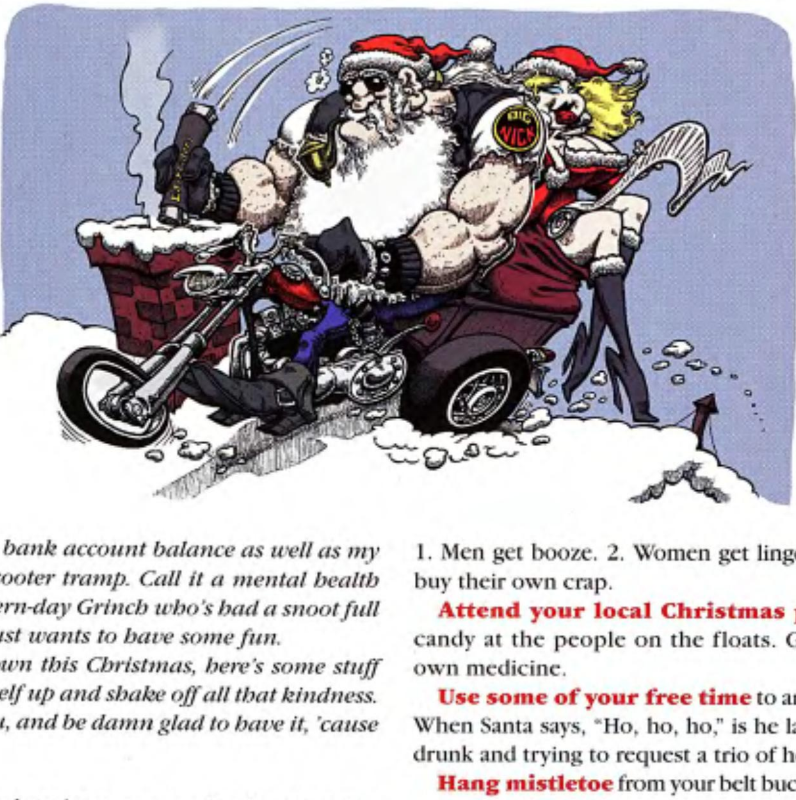
Christmas Survival

Lock your front door and hang on to your wallet. That's right, it's Christmastime again ... that most wonderful of seasons, filled with gift giving, party going, and bad song singing ... a time when good cheer and brotherly love infest the world and won't go away until we've worn the digits off our credit cards.

Don't get me wrong, I'm not anti-Christmas. I'd be the last one to come out against a holiday where free booze is plentiful, it's socially acceptable to drink at work, and kissing your secretary won't land you in court. But I'm also not one of those Christmas groupies who goes around spreading joy like a plague. It's one thing to be bursting with glee, but don't go forcing your weirdness on the rest of us.

It's at this time of year that I find myself struggling with a problem. How can I get through another season of having niceness thrust at me by people who won't take "get lost" for an answer? A solid month of forced smiles, hugs, and good tidings sure can get tedious.



So I got to thinking. There has to be a way to make the Yuletide season more tolerable and steer clear of all artificial sweetness, a way to cut through the hype and have the kind of fun I like best: crude, tasteless, and at somebody else's expense.

After much brainstorming, I've come up with some stuff to do this Christmas, which should allow me to retain most of my bank account balance as well as my reputation as a nasty scooter tramp. Call it a mental health survival list for the modern-day Grinch who's had a snoot full of peace on earth and just wants to have some fun.

So if you're feeling down this Christmas, here's some stuff you can do to pick yourself up and shake off all that kindness. Consider it my gift to you, and be damn glad to have it, 'cause it's all you're getting.

When carolers come knocking, answer the door wearing your favorite biker boots and a hot-pink thong. That'll teach 'em to go bugging strangers.

Invite those same carolers into your home and don't let them leave 'til they sing *Me So Horny*.

Get yourself a Santa suit, a bucket, and a piece of sidewalk outside the mall and earn yourself some holiday cash.

Tell any rugrats you encounter that the reason Santa is so fat is because he lives on a diet of deep-fried reindeer chunks.

Secretly cut an inch off the bottom of your Christmas tree every night and see how long it takes before your ol' lady tells you that she's getting taller.

Convince your ol' lady that bondage is a normal part of the holidays. Once you've got her tied up, tell her what you did to the Christmas tree.

Instead of spending good money on useless gifts, give the women in your life a coupon for a year's worth of mustache rides.

They say it's not the gift, it's the thought that counts, so tell your ol' lady that rather than buying her a new diamond ring, you're going to spend the day thinking about her.

Get yourself a tape of them dogs that bark *Jingle Bells* because they're actually pretty damn good.

Speaking of dogs, if there's someone on your gift list who you really hate, get them a Saint Bernard puppy. They'll never forgive you.

If you find that Christmas music has a bad effect on your nerves, try more soothing sounds, such as those made by nails on a chalkboard or stepping on a cat.

In the spirit of the season, give people rides on your scooter but don't let them off until they stuff your pockets full of $20 bills.

Send a gift to your boss's house containing a pair of perfume-soaked panties and a note that says, "Thanks for a great year." This will help ease your workload, since the boss will be spending most of his daytime hours in divorce court.

If you're forced to buy gifts, follow these three rules:

1. Men get booze. 2. Women get lingerie. 3. Ugly women can buy their own crap.

Attend your local Christmas parade and chuck hard candy at the people on the floats. Give 'em a taste of their own medicine.

Use some of your free time to answer a Christmas riddle: When Santa says, "Ho, ho, ho," is he laughing joyously or is he drunk and trying to request a trio of hookers?

Hang mistletoe from your belt buckle and hope for the best.

In the end, I guess the secret to surviving the Yuletide is to loosen up. Christmas comes once a year, so relax and be thankful it's not every day.

I remember the words of a wise old man I once knew who summed up the true spirit of the season better than anyone I've ever met. He was a man of few words and a crusty biker at heart, yet every Christmas you could count on him to rise from his lounge chair and, at just the right moment and with great emotion, exclaim to everyone in the room, "Oh, crap, I spilled rum down my underwear again."

What more do you need to say? —*Greg White*

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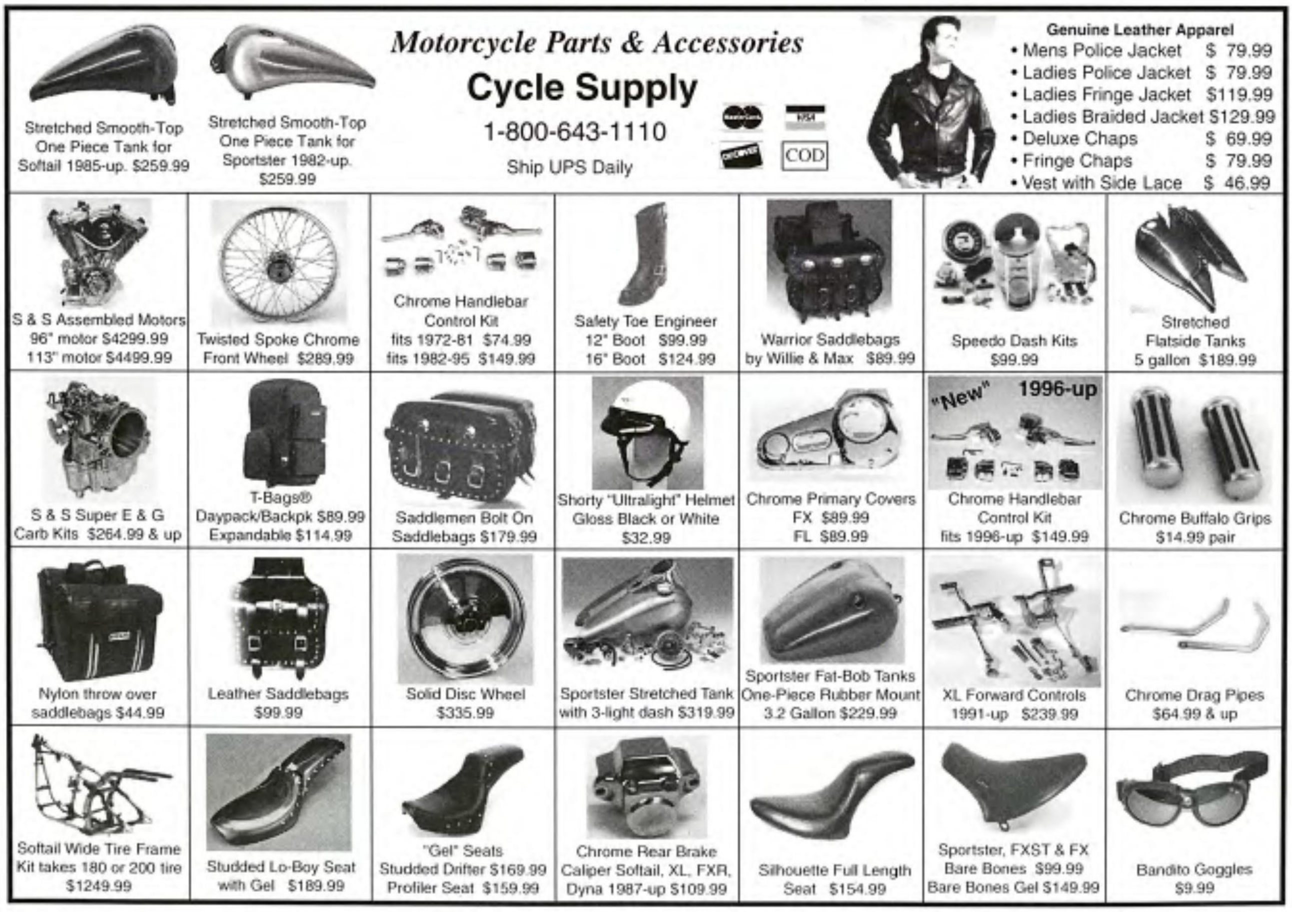
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Shorty "Ultralight" Helmet Gloss Black or White $32.99
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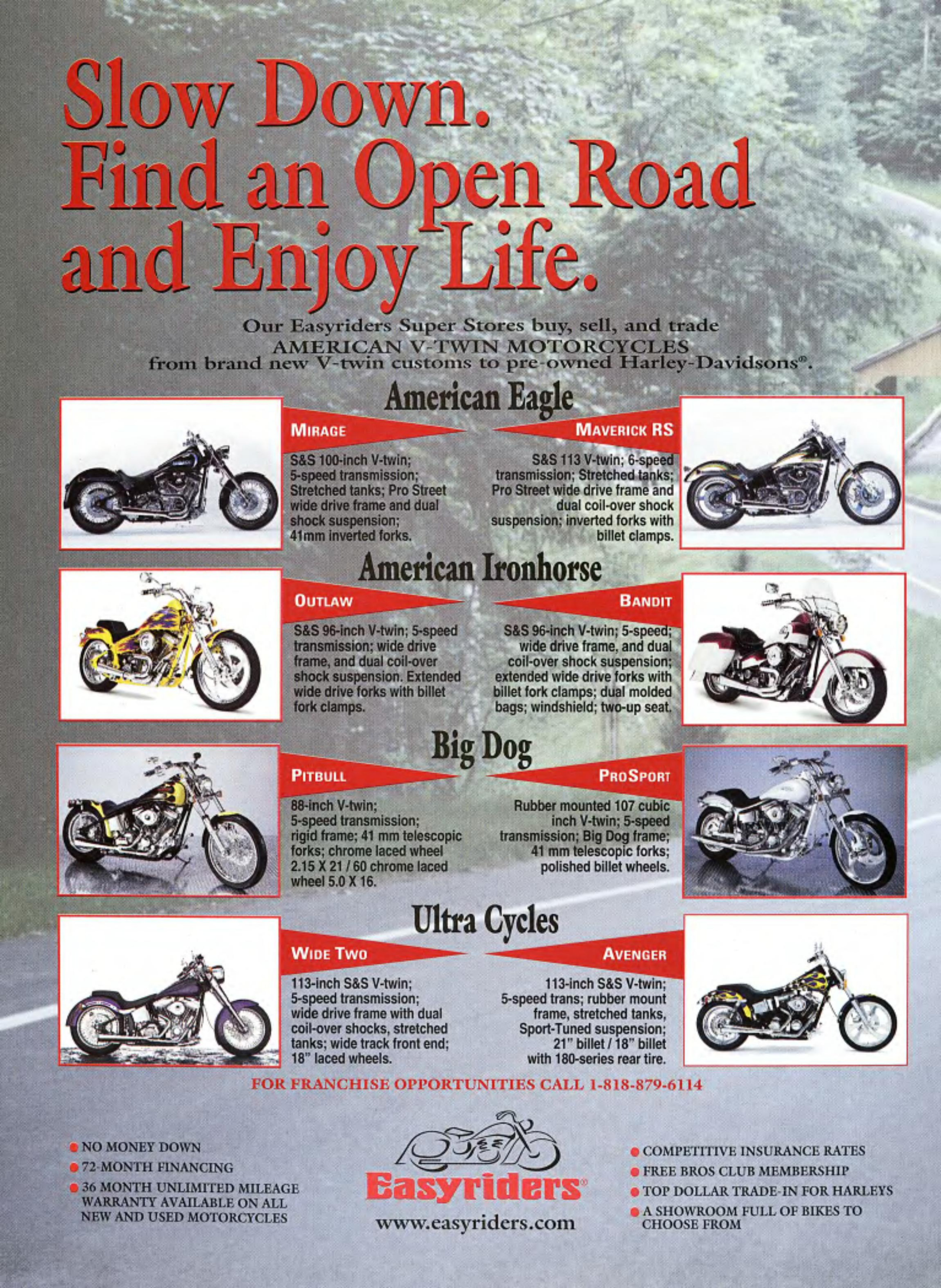
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Confederate

HELLCAT ROADSTER

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AMERICA GT

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Panzer

PANACRUZ

Rubber mounted Neo-Pan, 84-inch, V-twin; 5-speed transmission; Jenkins rubber mount frame; Panzer hydraulic, wide track forks with billet clamps; laced wheels.

TOURISTER

Rubber mounted Neo-Pan, 84-inch, V-twin; 5-speed transmission; nostalgic fenders; Jenkins rubber mount frame; wide track forks with nacelle headlight; laced wheels.

Pure Steel

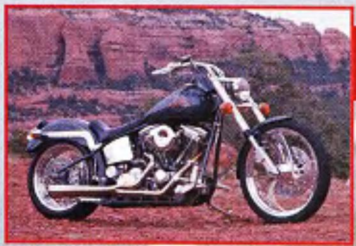
STILETTO

S&S 96-inch V-twin; 5-speed transmission; Daytec/Pure Steel rigid frame; stretched fuel tanks; wide track forks with billet clamps; laced wheels; 11.5" disc brakes.

SABER

S&S 96-inch V-twin; 5-speed transmission; Daytec/Pure Steel frame with dual coil-over shocks; stretched tanks; wide track nostalgic forks; 17" laced wheels; 11.5" disc brakes.

Titan



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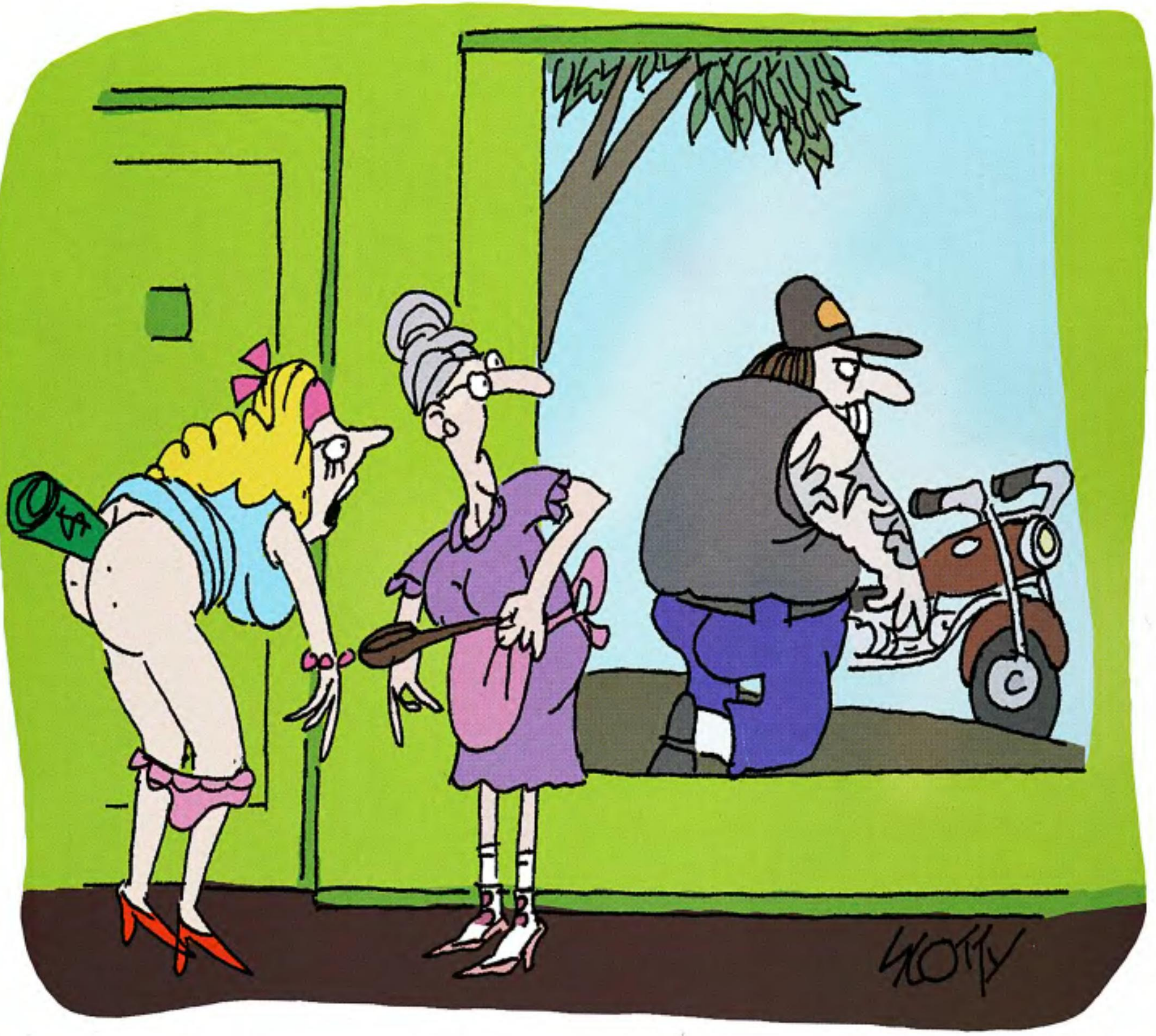


"Alimony payment."

10 2 & 4

A PEPPER-POWERED PAVEMENT POUNDER

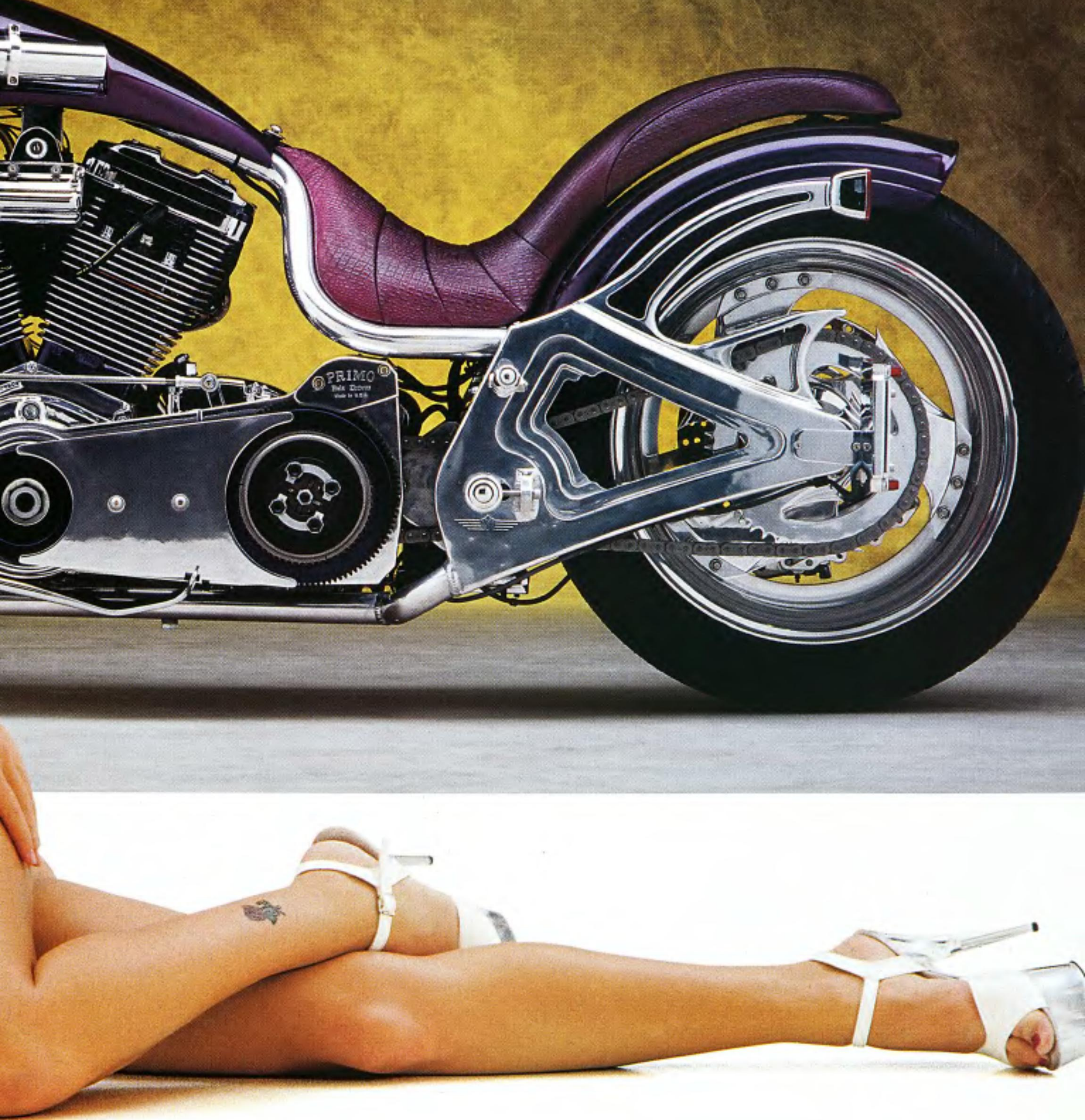
One out of four civilians works his first job in a McDonald's. You haven't lived till ya fill your ears with the klaxon call of a done burger, or ready fries, and you'll believe pigs can fly when you see fish sticks leaping out of the fryer and into a bag ... all on their own. What you may not readily accept as a tangible sensory experience is a motorcycle museum within the hallowed halls of the Golden Arches.

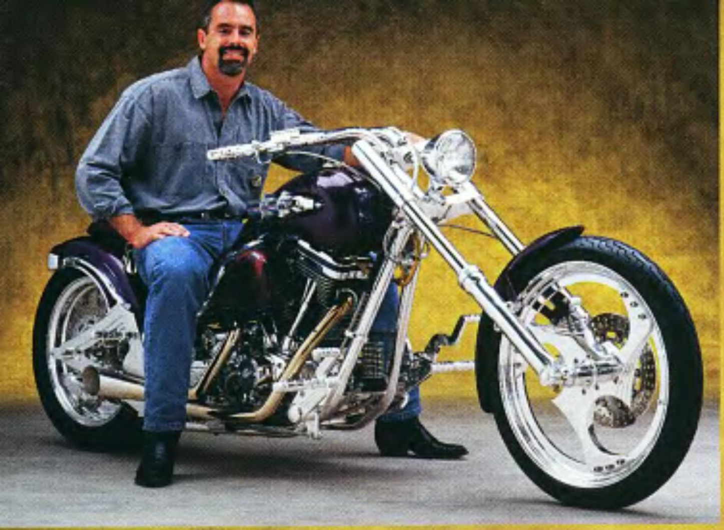
Keith Muller owns his own American motorcycle museum, and he sells Big Macs in it. Want some fries with your '95 Buell Thunderbolt? No problem. Some McNuggets with your '63 Duo Glide? Hey, go big for a few cents more and load up on Dr. Pepper as you gaze at the 1947 Indian Chief before you, or the 1941 Indian Civilian, or the 1936 H-D VL. And all of this actually takes place in a little Southern town called Cumming, Georgia.

Oh yeah, baby, we got'cher Big Mac covered ...

See, 'bout four years ago, Keith decided it was time to build his dream scoot. He struck a promo deal with some forward-minded folks at Dr. Pepper, and began designing his idea of a way to escape reality. Roger Bourget already had a head start on the notion, so when Keith discovered (actually a few years back) what Bourget's Bike Works was all about, he became all about making it happen.

Keith had been collecting scoots for the last decade, and his first thought was to build a project bike in his store as a promotional notion. Bourget talked him out of that one (much to Keith's later delight), and offered to take Keith's designs and a few bags of gold to make the dream a trouble-free reality. Four months later, badda-bing.





The T6 Python NOS model before you (also seen in *Easyriders* June 1999, #312, Retro Un-Swimsuit feature) fit much of Keith's design bill from the git-go. It'll make an estimated 200 horsepower at the rear wheel when that dual-canistered NOS fogger kicks in. And speaking of the rear, you bet your McBackside that having a 275-inch car tire under you is more than what the doctor ordered to keep 113 cubic inches of S&S frenzy in something vaguely resembling "check."

The polished all-aluminum frame sports a billet rear end, Dyna tranny, two-up seat, and very few extras. There's no speedo or dash, 'cause there ain't no time to look down when this torque-tamer fires up. Mirrors would only be a nuisance.

Keith originally planned to show the bike in the Spectator Class at the Easyriders Bike Show in Atlanta and call it a done deal. But, upon seeing the bike in person, a certain editor at

Easyriders suggested that Keith change his game plan, based on the notion that such bikes could hold their own in the Judged Class just as well. Keith's scoot placed first, earning him an invite to Columbus, where he placed Third Best Of Show.

Meanwhile, back in Peachland, Keith's McFranchise is turning into quite the biker hangout. It's located on Highway 400 at the northern access to the Blue Ridge Mountains. Keith will also be holding bike-building seminars there soon, like "How To Build A Show Bike For Under $4,500." OK, it's a project Sporty, but the idea of having local building talent share their knowledge in the mother of all burger joints is novel, to say the least. And rather tasty, too.

So drop on by and have a McSnack, or whatever the belly-beckoning buzz word of the month is. And thank your leathers you never had seven cash register lines backed up out the door on Labor Day weekend for 45 minutes because of some panicking newbie at the breakfast helm trying to make sense out of Egg McMuffin fast food production at its frenziest. And, McPherson, wherever you're working now, to this day that's still the funniest damn thing I've ever seen.

As for our Fox of the Month Celenea from Portland, Oregon, she's more of a movable feast than fast food. You can bet she's tastier than almost anything on the menu down at Big Wally's Meatloaf Emporium. —*Captain Trash*

Owner: ....Keith Muller
City: ....Cumming, Georgia

General

Fabrication: ....Bourget's Bike Works (BBW)
Year/make:........................'98 BBW
Model: ..Hard Core (T6 NOS Python)
Assembly: ....BBW
Chroming: ....all polished aluminum

Engine

Year/model: ....'98 S&S
Rebuilder:................................S&S
Ignition: ....Crane HI-4 single-fire
Displacement:......113 cubic inches
Lower end: ....S&S
Pistons: 9.5:1
Cases: ....S&S
Heads:.....................................S&S
Cam: ....Andrews EV 630
Carb(s): ....S&S Shorty G
Pipes: ....slashcut SuperTrapps
Modifications: ....NOS, JIMS lifters, S&S air cleaner

Transmission

Year: ....1998 H-D Dyna
Modifications: ....Andrews gears

Paint

Molding:..........................Bourget's
Painter: ....Deano
Color/type:..purple/UK17 over BC4 dark candy purple
Special paint:..light purple scallops over marbleizing finish

Frame

Year/type: ....1998 Python
Builder: ....BBW
Modifications: ....47-degree rake, 5-inch stretch (front), 3-inch (rear)

Accessories

Bars: ....BBW
Handlebar controls: ....JayBrake
Fender(s):..............................BBW
Headlight: ....BBW
Taillight: ....BBW
Pegs: ....BBW
Foot controls: ....Performance Machine
Electrics:.................Roger Bourget

Gas tank: ....stretched 5 inches
Oil tank: ....in tranny
Seat: ....Snakeskin
Mirrors:..................................none
Grips: ....BBW

Forks

Type: ....wide glide
Builder: ....Roger Bourget

Wheels

Front

Type:......................Stiletto by BBW
Size: 21-inch
Tire:....................................Dunlop
Brake: ....JayBrake

Rear

Type:......................Stiletto by BBW
Size: 18-inch
Tire: ....BF Goodrich
Brake: ....JayBrake 6-piston
Photos: ....Mike Lichter

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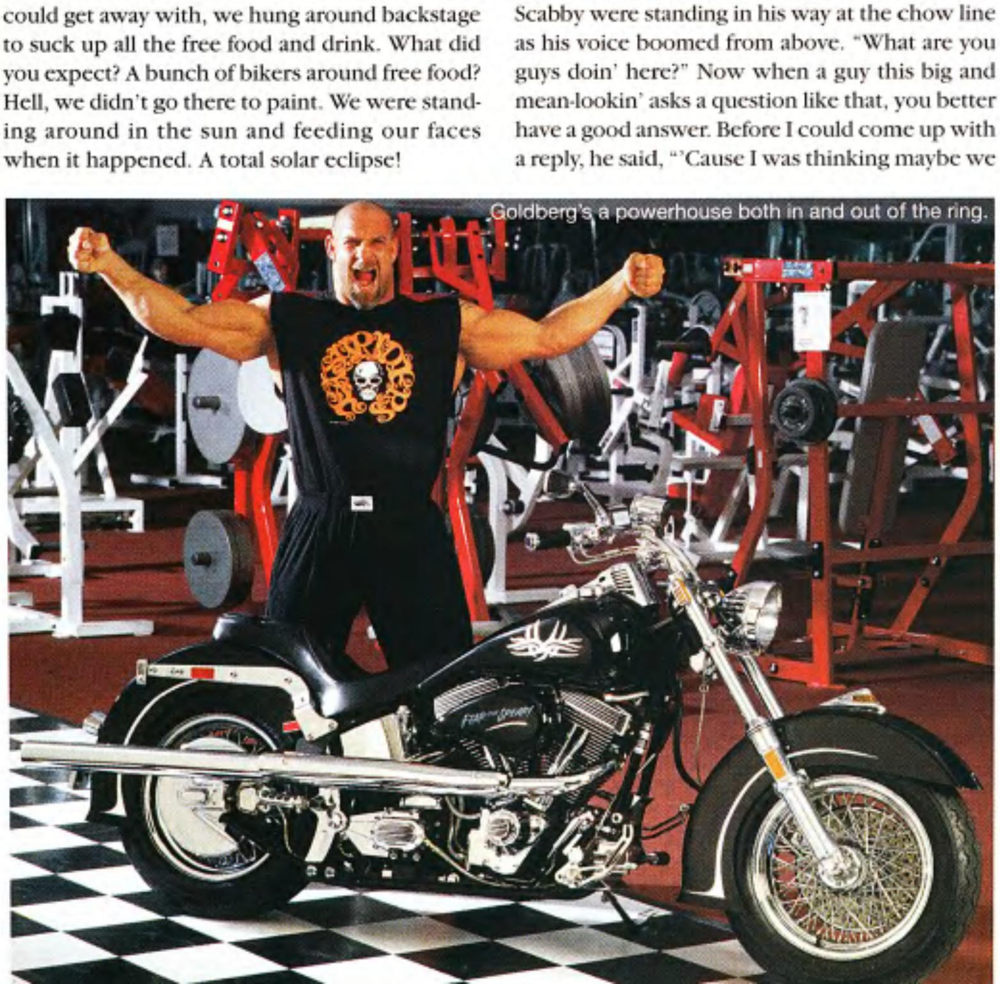
Who's NEXT!

YOU, IF YOU'RE NOT CAREFUL

In the December 1998 issue of *Easyriders* (#306), you may recall an article on the icon of professional wrestling, Hulk Hogan. Most of the photography for that article was shot while in Sturgis, South Dakota, during Bike Week and the WCW's Road Wild pay-per-view event. After we had taken all the pictures we could get away with, we hung around backstage to suck up all the free food and drink. What did you expect? A bunch of bikers around free food? Hell, we didn't go there to paint. We were standing around in the sun and feeding our faces when it happened. A total solar eclipse!

If you don't recall the occurrence of a total solar eclipse during Sturgis Bike Week, don't panic. It's not because you were too bombed to remember. In fact, consider yourselves relieved because it means you weren't standing in the path of 6-foot-5, 290-pound, bald-headed bad boy Bill Goldberg. Yep, you guessed it. Me and Scabby were standing in his way at the chow line as his voice boomed from above. "What are you guys doin' here?" Now when a guy this big and mean-lookin' asks a question like that, you better have a good answer. Before I could come up with a reply, he said, "'Cause I was thinking maybe we


Goldberg's a powerhouse both in and out of the ring.

could get a little riding time in before I gotta go to Rapid [Rapid City, SD—where they were wrestling the next night]." This guy rides?

After talkin' for a while, we realized that this guy is pretty down to earth. We ditched the camera equipment and went for a ride around Sturgis. *Big* mistake! This guy can't walk down the street without people chanting his name: *Goldberg, Goldberg*. It's insane. Try riding down the street with this guy in the crowd. Fugetaboutit! We planned a photo shoot for a later time and Scabby and I beat feet before we got trampled in the mayhem. Thirty-five million wrestling fans can't be wrong.

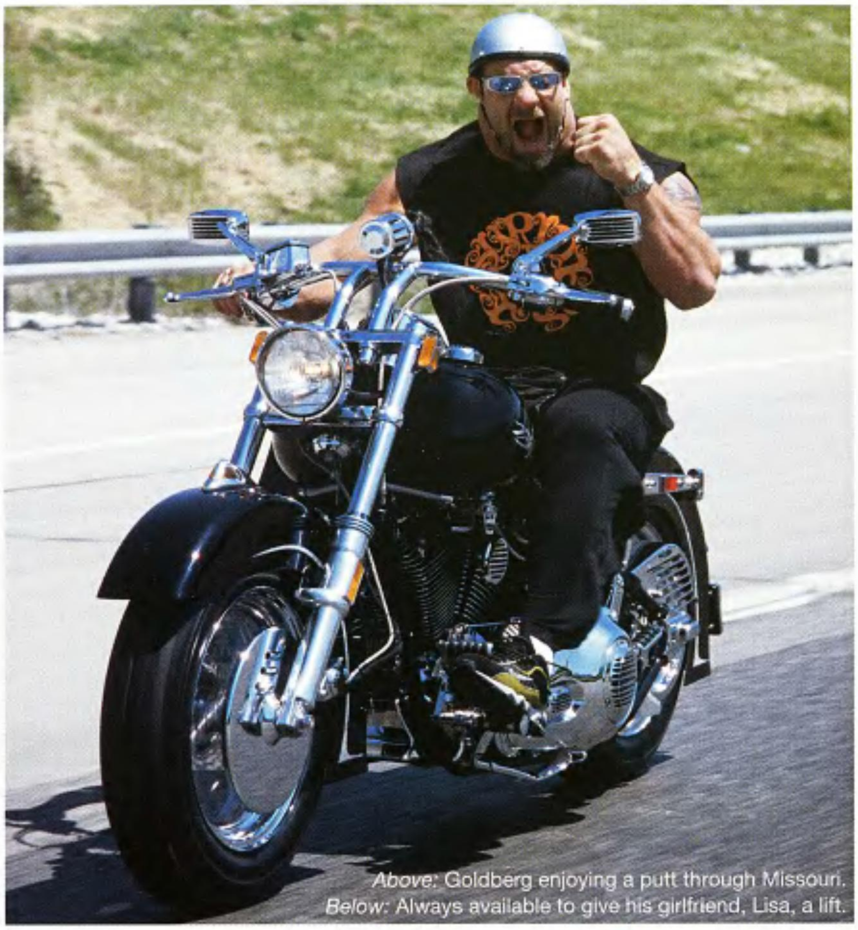
OK, so you think that wrestling is fake. If that's the case, someone didn't tell Goldberg. Other wrestlers have lectured him about going too hard, but it doesn't get through. WCW star Kevin Nash (aka Big Sexy) has said, "Bill's as close to the real thing as you can get."

After graduating from high school in his hometown of Tulsa, Oklahoma, Bill headed to the University Georgia, where he had a full scholarship to play football for the Georgia Bulldogs. Two points stand out in his Bulldog career. As a senior and two-time All-SEC nose guard, he held a stat of 121 tackles. And as a junior he hurdled a fence, tore into the stands, and ripped a patch out of a guy's head who was heckling Bill's dad. "Maybe that was a sign," he pondered.

In 1990, he was drafted by the L.A. Rams. He was then traded to the Atlanta Falcons, where he gained most of his notoriety—and his injuries. Injured, he was traded to the Carolina Panthers before realizing the knee injury sustained while with the Falcons had cut his pro football career short. So the logical transition? Pro wrestling!

Bill's injury is a touchy subject for both Bill and the Falcons. In an interview with *Sports Illustrated*, the Falcons' management said they did the best they could and wished him the best of luck. I asked Bill if he felt the love, and I got the look. So, let's move right along, shall we?

Disposing of opponents with as much concern and sympathy as tossing away a used snot-rag, Goldberg ran up a record of 175-1 inside the squared circle to become the Heavyweight Champion, dethroning Hulk Hogan. But this transition wasn't a gimmie. In 1997, Goldberg enrolled in the Power Plant, the WCW training program. There, you learn how to fall hard without a lot of pain and how to get smacked in the head with a chair and not die. You know, all the tricks of the trade.



Above: Goldberg enjoying a putt through Missouri.
Below: Always available to give his girlfriend, Lisa, a lift.

It's also the place to hone your "finishing move." For Goldberg, that meant perfecting the Spear and the Jackhammer.

Goldberg's bike was built by Lifestyle Custom Motorcycles in Nevada, Missouri. Besides sporting all the chrome doo-dads you need, it also features his other well-known trademark: his tattoo. The bike was custom-built to fit his frame, and he's now in the process of doing more work to make it fit even better. While Goldberg grew up flying gliders and acrobatic planes with his brothers in Tulsa, he's only been riding for about five or six years. On the WCW ride to Sturgis last year, Bill didn't think he would need much gear when leaving Mile High Stadium in Denver. He went a mile wearin' short sleeves and no jacket or chaps, when it began to pour! To make matters worse, the pack was nowhere near the chase vehicles. Live and learn!

We recently caught up with Bill as the WCW road circus paraded into Missouri. Once again, we had a helluva time finding places to go ride without a crowd. Once the local law boys figured out they were leading a parade and not blocking traffic, we had to hole up somewhere. With some time to kill, what else did ya think he was gonna want to do? Brian

Photos: Pam Proctor

Stull, a broadcaster for FANS-590 (on the ESPN Radio Network), set us up in the Powerhouse Gym in St. Peters, Missouri. Knowing our own limitations, we didn't challenge Goldberg to a pose down. Once we got a break in the crowd, we were on our way back to the arena.

When asked if he has enough time to ride, he answered, "In this business, with work and personal appearances and injuries, it's hard to get time away to ride. If I could, I'd be doin' a hell of a lot more than I do now, although that would also cut into my other hobby." What kind of a hobby would this muscle-bound wrestler have besides beatin' people into a bloody pulp? How about collecting muscle cars! He's got quite a collection, including a fully restored '69 Chevy convertible. You may be seeing a few of them pop up in our hot rod magazine, *American Rodder*.

Now since Bill's nowhere near me, I can tell you this: Although he's as big as a house and has a deep, gravely voice that could scare widows and small children—this guy's a pussycat! Well, sort of. He's very proud of the fact that he has become the spokesman for the Humane Society of the United States, having twice spoken to Congress concerning animal fighting laws. Seems the only animals he wants fighting are the wrestlers inside the ring with him (sorry, but you knew I was going to go there)!

Goldberg's climb up the celebrity ladder has been a fast and furious one (similar to his Jackhammer). He's appeared on countless talk shows and magazine covers. He made his acting debut on the new *Love Boat*—hey, ya gotta start somewhere—which landed him his first movie deal. Look for him in *Universal Soldier II*, with Jean Claude Van Damme. I think JC gets his ass beat in this one. We've got a pool going here. Anyone want in?

So what lies in store for Goldberg? Who knows! Maybe he should consider changing his tagline to "What's next" instead of "Who's next." After all, we have a former wrestler turned mayor turned governor in Minnesota and Hulk Hogan wants to be president. Senator Goldberg doesn't really fit a guy this size, so I guess Bill will have to settle for King of the World. Hell, he's already got everyone doin' the chant. *Goldberg, Goldberg*! —*Oil Can*

The best part of being an alcoholic:
Never going to bed with an ugly woman.
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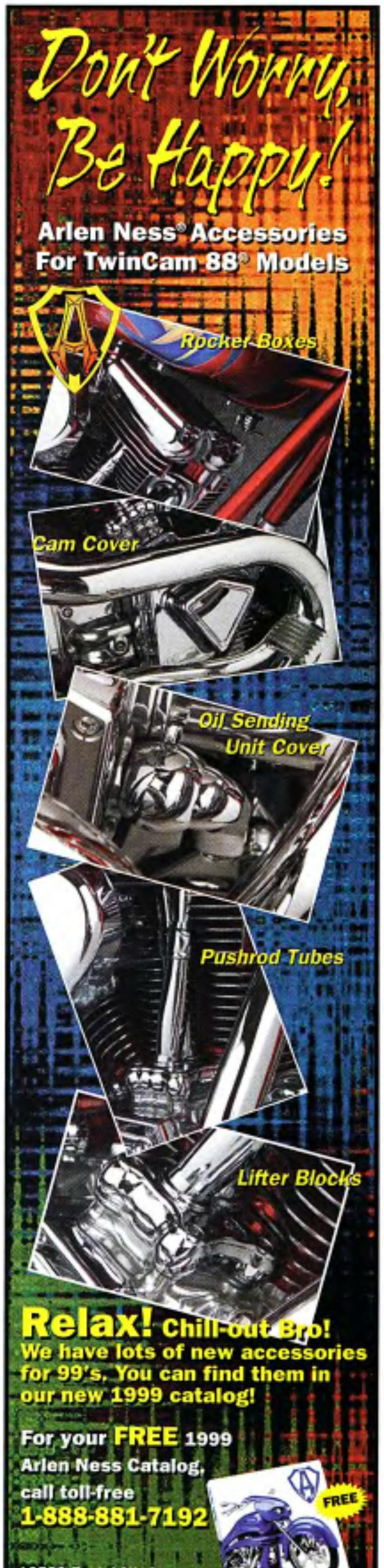
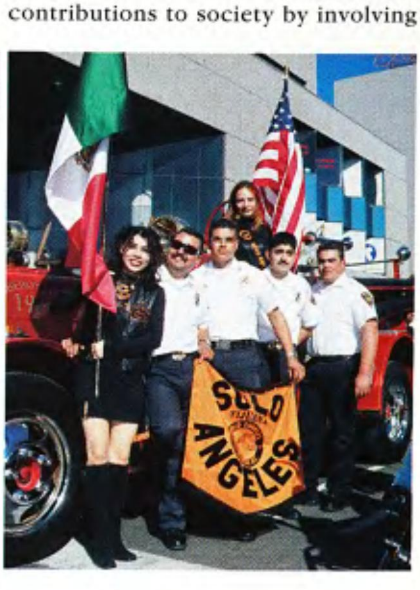


Tijuana Toy Run

Givin' It Up South of the Border

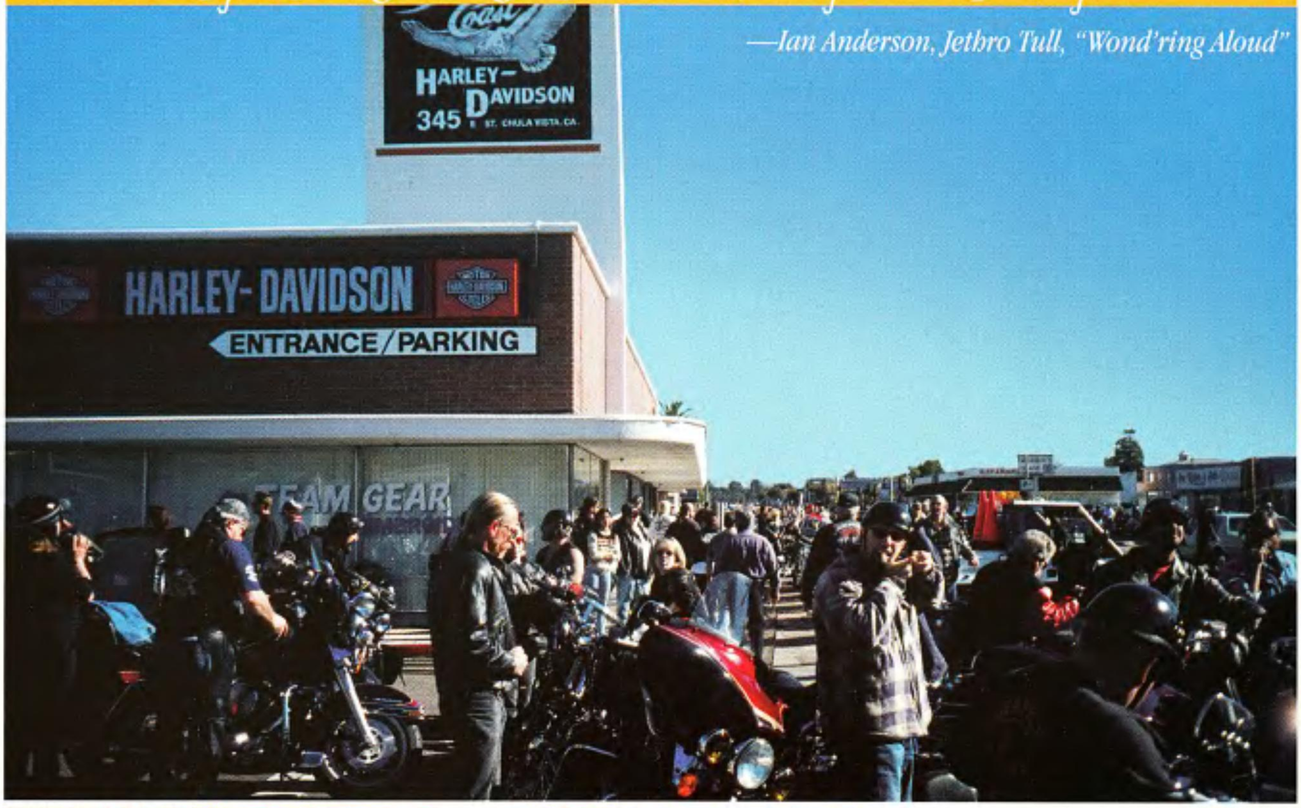
Continuing the theme of Rip's BAD Ride in this feel-good Christmas issue, we ride south to ol' Mexico, and a look at an 18-year event that is synonymous with the holidays in Southern California—the Tijuana Toy Run.

This Christmas story began in the Agoura Hills garage of Mark Blum, a Multiple Sclerosis sufferer. Mark is the former vice president of an insurance firm whose life turned upside-down nearly overnight by this debilitating disease. However, he now makes valuable contributions to society by involving



It's only the giving that makes you what you are.

—Ian Anderson, Jethro Tull, "Wond'ring Aloud"



local youngsters in the building of bicycles for donation purposes. Two of his donated bikes found their separate ways to young legs ready and eager but unable to afford to peddle their own bikes. One made it to the Ventura (Calif.) ABATE toy run; the other, an eight-inch Sportster replica, was packed to Tijuana on the back of my Softail, where it found a new home and, presumably, is perpetuating the Harley mystique in a new country, for a deserving kid.

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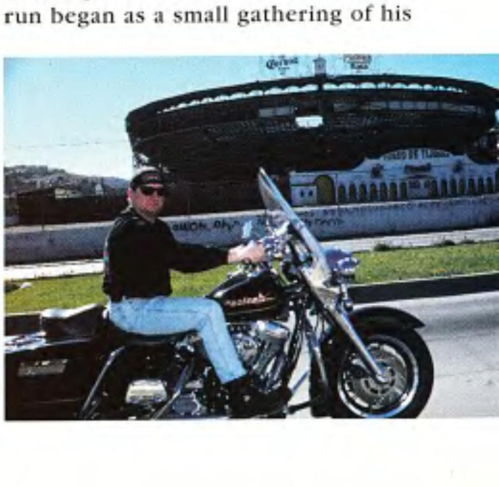
exerted for 17 years by the Solo Angeles MC to support the Chilpancingo orphanage in the Otay section of Tijuana. Piggybacking onto the efforts of the Solo Angeles is South Coast Harley-Davidson, the local Harley shop in Chula Vista, and thousands of caring gringos and brothers and sisters of Mexican heritage alike.

This run will leave ya misty-eyed, especially if you happened to have been on *Avenida de la Revoluccione* (Revolution Avenue) when the lift-gate on the Toy Run truck goes up, the final toys are passed out, and a line of hopeful kids still circles the block.

Teacher, a Solo Angeles member and a high school teacher from the San Fernando Valley, has made the run every year since its inception. He remembers how the run began as a small gathering of his

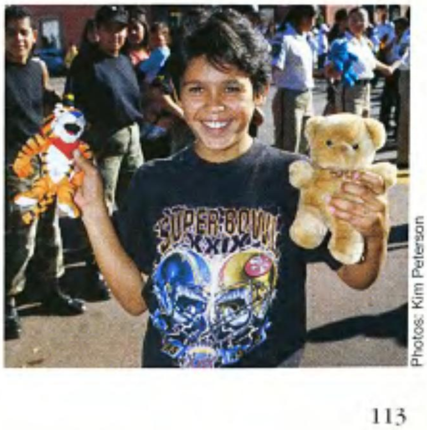


brothers looking to help those less fortunate, and has seen it gain momentum throughout the motorcycling community over the years. From the first year of fixing up the orphanage with the basics—windows, blankets, food and clothing—it has expanded to reach out to the whole community.

This year thousands of bros lined the E Street staging area at South Coast H-D in Chula Vista, led by the Solo Angeles, a contingent of one-percenter clubs, Weasels, and decent mom and pop riders, all looking to do their level-headed, open-hearted best to make a difference. The escorted procession down the freeway from the U.S. side was a safe one, thanks in part to the help of the local authorities, who blocked on-ramps, but even more by the cooperative attitude of those in attendance. The beauty of a gorgeous, sun-drenched Sunday afternoon, the weekend before Christmas, couldn't hide the poverty that exists everyday across the border ... which is why this is such a necessary ride.

Weeks before, the Solo Angeles had gone through the neighborhoods of TJ, passing out toy run gift *boletos* (tickets) to deserving families. These coupons were valuable, for only those who redeemed them at the Toy Run truck would be able to receive gifts. Through the efforts of Solo Angeles' prez, Suzuki, vice prez, Rene, Gabriel, their PR guy for the Tijuana area, and Teacher coordinating the L.A. effort, the event came together and hopes to expand on the good vibe in '99. We'll be there.

—Loudmouth



Photos: Kim Peterson

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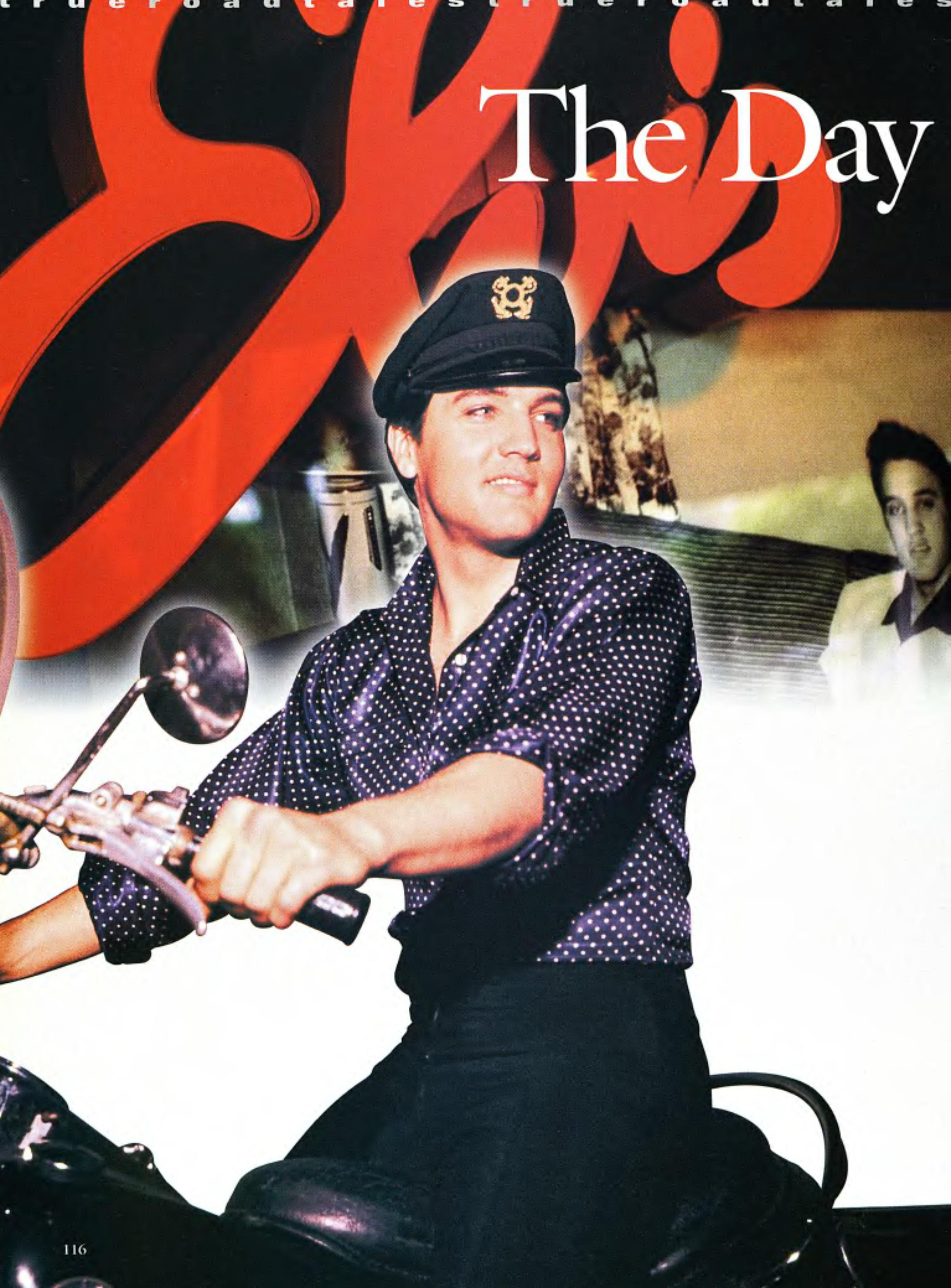

I Met Elvis

Around the spring of 1966, I was working on a new show bike. It was a '64 FLH Harley-Davidson and out of all the bikes I'd worked on over the past few years, this one was going to be a show piece. I had things on this bike that people had never heard of like Airhart disc brakes designed for swingarm frames. Santa Monica Harley had them on sale for $99 per kit. Of course, I had to have them chromed like everything else on my bike. At that time, I was the only one running the large, chromed SU carburetors off of the stock manifold—one on the right, and one on the left—that kicked in at 60 miles per hour, Chrysler valves, and a mighty 80-stroke engine. This scooter was wild, with tons of little extras like the peacock metal-flake paint job and a 6-inch fire extinguisher. It was a full dresser that boasted such innovations as a 4-inch black-and-white TV mounted behind the windshield, an AM stereo under the TV, and, in the back, between the saddlebags on the chrome carrying rack, a record player that played 45s and a new state-of-the-art eight-track tape player. I even had a reverb system, which was mounted in the left saddlebag. Yeah, this hog was something to see all right.

That day, as I worked on my bike, it was sunny and warm and I was wearing shorts. The bike, still not completed, was sitting on a milk crate outside. I guess I was around 18 years old at the time, and all was right with the world. Back then, North Beverly Glen Canyon was a quiet, peaceful area of Los Angeles, so I always enjoyed it when bikers would stop by and ask about the bike I was building.

I was working away when I heard several motorcycles go by. The pack contained the distinct rumble of a Harley motor among them. As usual, within less than a half block, I could hear them turning their bikes around and heading back toward me. It seemed they couldn't help returning to see what I was working on. One of the riders was on a Triumph, and another young couple rode the Harley I had heard, which turned out to be a 1963 full dresser. Thinkin' back, I'm not sure whether it was an FL or an FLH. The bike that really caught my attention was a new 650 Bonneville with a wind-jammer fairing. I had never seen anything like it before. I even recognized the young man riding it. At first glance, he appeared to be about 17 and reminded me of

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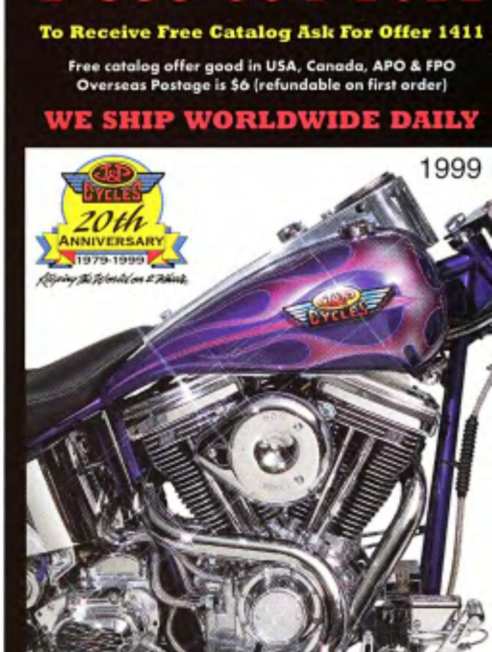

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the blond kid from *Leave It To Beaver.* I think his character's name was Eddie Haskell, but this guy's name was Ken Osmond.

For the first five or 10 minutes, all the bikers were asking me about my bike. I had no idea that the couple on the Harley were Elvis and Priscilla Presley. I was spending more time talking to Ken Osmond about his Triumph, since he told me he also had a special edition called a Thunderbolt, or something like that.

Elvis was amazed at how tight my clutch felt. I explained that the clutch was adjusted tight because I liked to burn rubber. I also told him I didn't like to feel my clutch slipping when trying to get a quick start. He told me he had the same problem with his bike. I went over to inspect it, and, sure enough, he had a soft clutch. I told him I could solve his problem in a couple of minutes if he wanted me to. Naturally, he agreed, so I took off his cover plate and started to adjust everything; handle grips, mousetrap, transmission rods, clutch plate springs, and a few other things. Since I had worked on Harleys from the age of 14, I was familiar with the setup.

After completing the work on Elvis' bike, I explained that I had to take a test ride to be sure everything was working correctly. On the first run, I found I didn't have things the way I wanted, so I brought her back and did some minor adjustments. When I took the bike for the second test run, it burned rubber in first gear and a little bit in second. As I pulled into the driveway with his shiny red and white dresser, I'll never forget smiling and telling myself Elvis was going to love the job I did.

When he took off for a test run, my roommate, Mel, came out of the house and called me to the side. "Do you know who you're talking to?" he whispered.

"You mean that guy who just rode off?" I asked.

"Yeah, you know who that is?" Mel questioned.

"No." I answered.

"That's Elvis Presley!" he said. Suddenly, my brow crinkled up into a frown because I hadn't recognized him myself. Both Mel and I agreed on who Osmond was, but I was surprised to learn Elvis was right there in front of me, and I hadn't even realized it.

When Elvis returned, he was amazed at how good the bike performed. He bought the bike from Santa Monica Harley-Davidson and had taken it back three separate times to have the clutch adjusted. I was too embarrassed to ask him if he was Elvis Presley, but I noticed the gloves he was wearing. They were white leather, and had a big "E" sewn on the front, which obviously stood for "Elvis." He was a little taller than I had expected, but I didn't have the heart to ask if he was really Elvis, so we continued to talk about motorcycles.

Before leaving, he asked if I wanted to sell my bike when it was completed. I told him I had no plans to sell it, but he could still check with me in four or five months.

After that, he gave me his address and phone number, and told me if I changed my mind to contact him first. That was how I learned he was indeed Elvis Presley. We all talked for a while longer, then the group climbed on their bikes and continued down the canyon road leaving me in my driveway amazed at the quirk of fate that introduced me to the Harley-ridin' King of Rock 'n' Roll.

—*Kenneth Huskey*

Bumper sticker spotted on the saddlebag of a Heritage:

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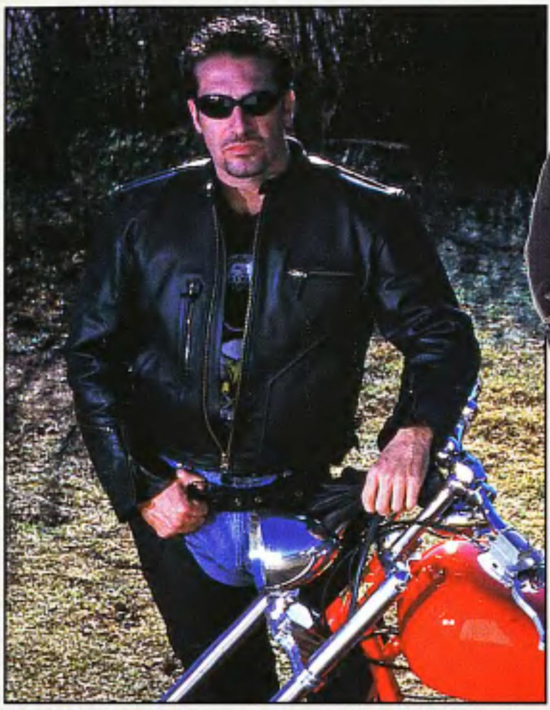

Band Collar Jacket
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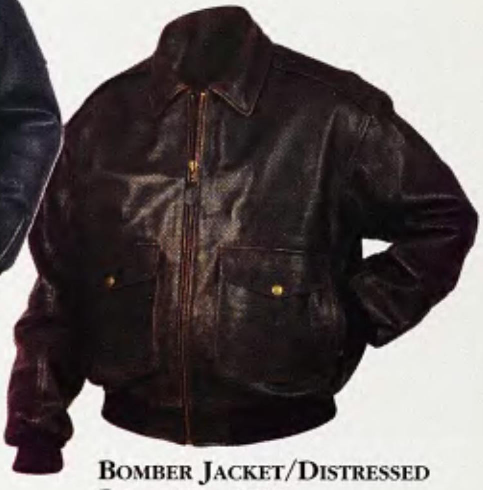
Belted Biker Jacket
Item #4182



Bomber Jacket/Distressed Brown Item #4187

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Ladies Item #2276

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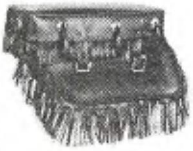

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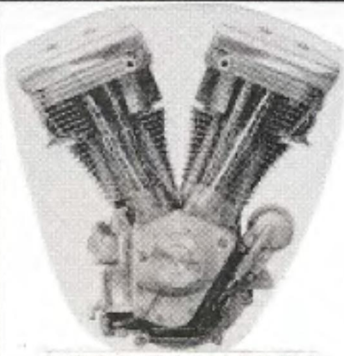

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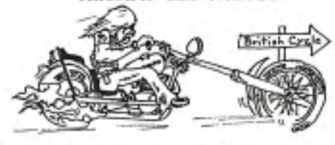

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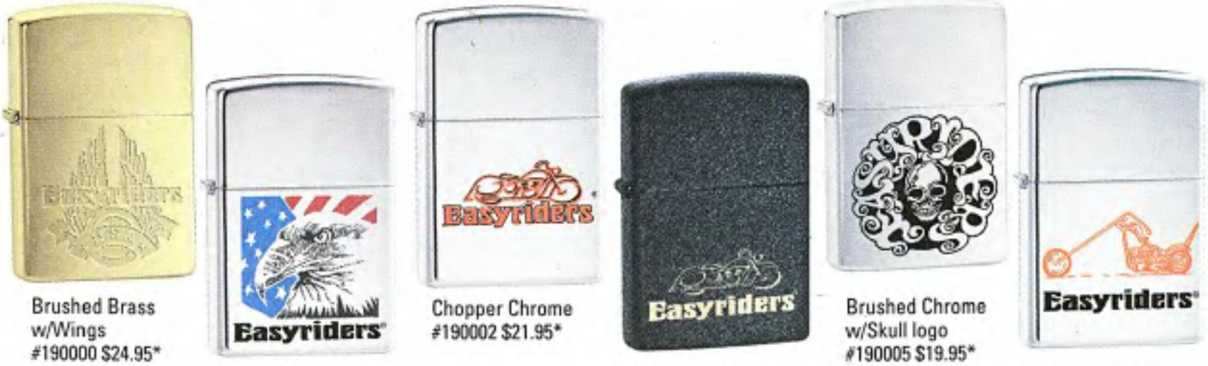

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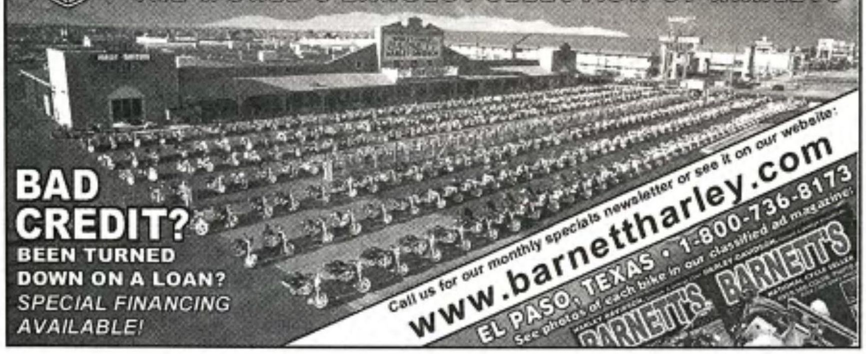

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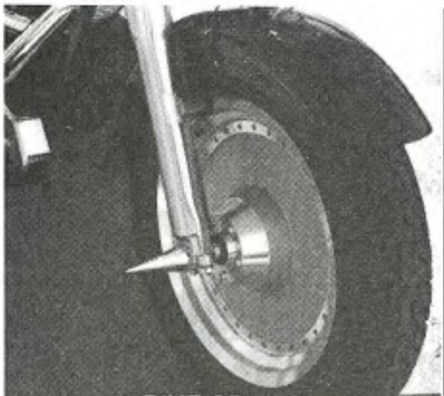

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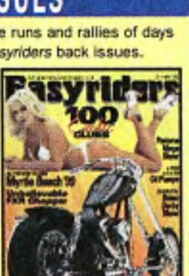

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Rip's Tips

Tightening up the banjo bolts on the late-model Evolution heads.

Challenges

I love it when someone tells me that I can't do something. I take it as a challenge to prove them wrong. One of the things I did recently is mount a pair of mirrors on Honey Pai that weren't supposed to fit on a 1994 model fairing. The H-D 1999 Genuine Motor Accessories and Parts Catalog says that these mirrors go on '96 and up inner fairings only. The H-D part number is 91945-98. OK, so it took me three tries and there's a bunch of holes covered up with silicon goop in my fairing, but I got what I wanted, and that was another pair of mirrors.

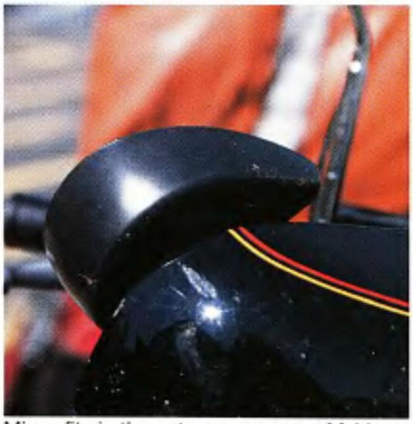
When you run as fast as I do, ya need to be able to check out who is behind ya, as well as way out front. I'm used to running with four mirrors on my road bike. Sugar Pai had these old style long-stemmed mirror holders with two mirrors on each side. On Honey Pai, I'm running a pair of K-40 mirrors with radar sensors built into them. Since I've put those other two mirrors on the fairing, I also had to install an extra pair of mirror extensions. I was running with two, now I have three of them stacked up on top of each other. This system of mirrors works bitchin', but there's always that rare occasion that some dick will sneak up on ya.

One way the Highway Patrol gets sneaky is that they'll often ride in the slow lane, hide behind a car, and then slide over to the next lane, hiding behind another car. Next thing you know, you're busted. They don't always keep their radar units on. Sometimes they wait until they're dead on your ass before they beam ya. So I put the later-style H-D fairing mirrors on Honey Pai. The exact locations are in the top left and right corners as far as they will go. You don't get any adjustment on them, but they work for me.

The other cool thing I want to clue you in on is to carry a 3/4-inch box end wrench in your tool kit. This is primarily for the later-model heads that don't have a crankcase breather coming from the bottom rear of the right crankcase. Recently, I saw some oil film on Honey's timing cover and, after doing some lightweight investigating, discovered that oil was seeping from the two banjo bolts that hold the carburetor and air cleaner on the heads. The engine had been worked on just before I went on an almost 3,000-mile trip. Things have a tendency to get a bit warm and stretch when it's almost 100 degrees outside and you're running between 80 and 90 miles per hour all day.

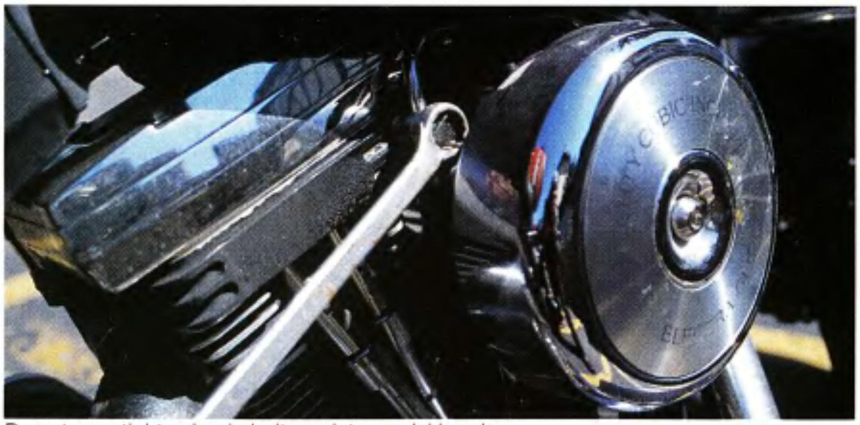
After gassing up somewhere in South Dakota, I took a break by the roadside, got the 3/4-inch box end wrench out, and gave both bolts a little tightening up. Then I wiped off the wrench and timing cover and went on my way. You don't want to over-tighten those two banjo bolts because it will send you into a world of chaos. Just cinch them up to seal the metal o-rings on both sides of the banjo bolts and let them go. Check them later when the engine is cooled off. Like I said, just be careful. Although they're big bolts, they're hollow, so that air can pass back and forth, and have thin walls.

OK, that's it for this issue. I'm still doing the Rip's Run column. You can find my words and pictures in *Biker.* If you want to communicate with me via the Web, try rip@easyriders.com. *—Rip*



Mirror fits in the extreme corners of fairing.

Not protected by fairing.



Do not over-tighten banjo bolts on late-model heads.

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K-40 ELECTRONICS
600 Tollgate Rd., Elgin, IL 60123
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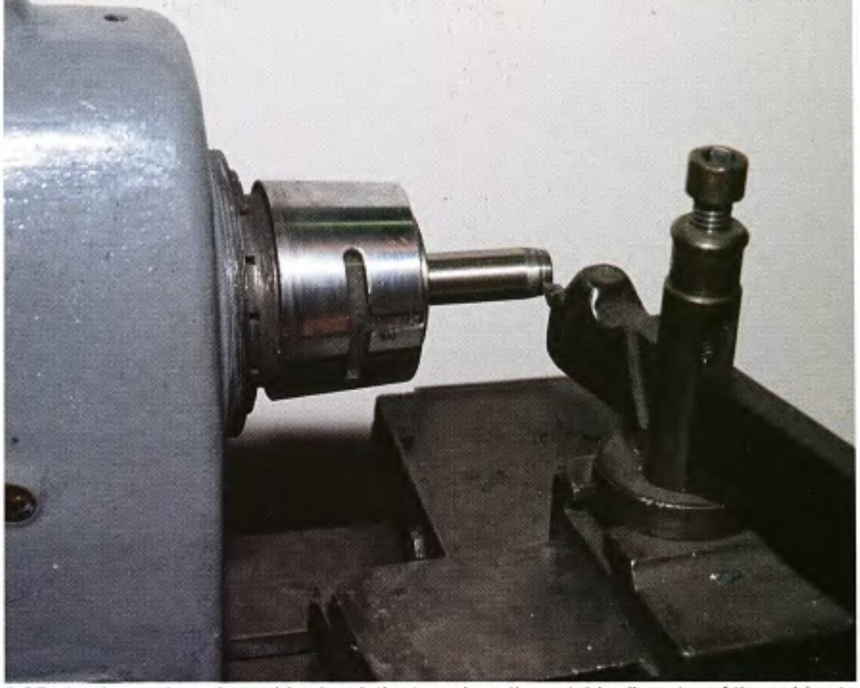
Photos: Rip

TechTips

Head Secrets Revealed Part II
BCR Unveils The Truth About Horsepower

Bill Chambers of BCR Engineering in Montclair, California, opened up to *Easyriders* magazine last month with exclusive proprietary information about how they make horsepower. BCR Engineering has the elite distinction of building the world's fastest big twin motor. Last month they showed us how they port and polish a set of heads. This month we'll be setting up and assembling those heads to BCR's specifications using select components.

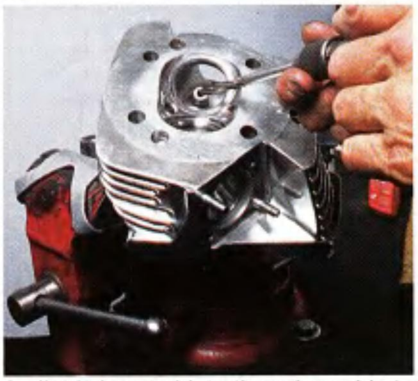
BCR engineering is well known throughout the performance industry as one of the leaders when it comes to setting up heads. And, until now, even their component selection has been a trade secret.



BCR chucks up the valve guides in a lathe to reduce the outside diameter of the guides to increase airflow.

Here are two valve guides. The one on the left is stock; the one on the right has been modified to provide increased airflow in the combustion chamber—notice the long, smooth taper.

BCR uses three different angle stones to cut the heads for a 3-angle valve job. The three different stones are a 60-degree angle, a 45-degree angle, and a 30-degree angle.



A pilot is inserted into the valve guide to keep the cutting stones true to the valve guide while grinding the valve surface.

After the valve guides are installed in the heads, Bill uses a carbide reaming tool to open the hole in the guides.

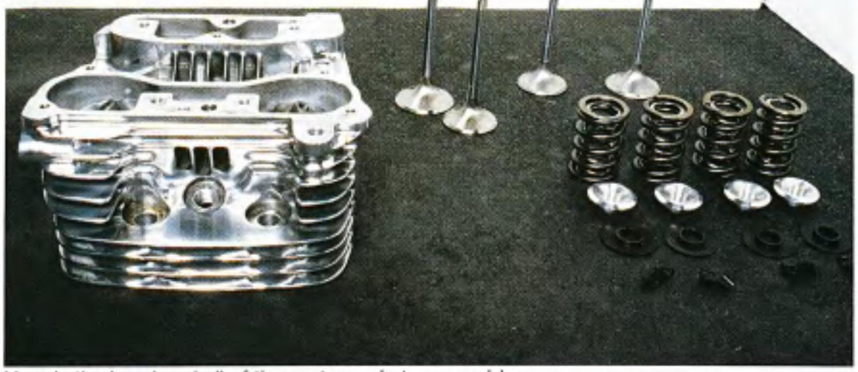
To produce maximum horsepower with any internal combustion motor you want to move as much air as possible through it, and the heads are where a lot of this is defined. For maximum efficiency, BCR has found a few handy tricks that they use. There are different ways to increase the volume of air through a normally aspirated motor. One is to enlarge the passages. Another is to reduce turbulence and obstructions. Still another is to create a venturi effect with the flow design of the air passages. BCR uses all of these methods to achieve optimum performance.

To start with, before the valve guides are installed, they are cut down and tapered using a lathe. This reduces the outside dimension of the valve guide that is in the combustion chamber, while tapering smoothly increases the flow. BCR uses

One at a time, the cutting stones are used to cut the valve seat area.

After reaming the valve guide and cutting the valve seat, the head gets a thorough cleaning in the solvent tank using bottle brushes.

With the valve installed into the valve guide, a vernier caliper is used to check the valve stem height.



Here is the head and all of the parts ready to assemble.

The valve springs are compressed in a vise and the height is measured with vernier calipers.

The valves are inserted into the valve guides and the collars and keepers are installed. The distance between the bottom of the collars and the valve spring pocket is measured.

The valve stem is lubed with moly graphite grease prior to installing for the final assembly.

three different cutting stones for the valve seat to provide a three-angle valve job that helps airflow. The angles are 60 degrees, 45 degrees, and 30 degrees.

A very important step that some builders don't always do is checking for valve spring coil bind. This is done by checking the installed valve height and the length of the valve spring while compressed in a vise. The installed valve height should be greater than the combined height of the compressed valve spring, plus the camshaft lift, plus an additional tolerance to avoid coil bind. Another item that should be checked is the valve spring seat pressure. You can remove material from the valve spring seat or use shims to make these dimensions and measurements correct.

For years racers have been asking Bill Chambers which valves and springs he uses and he has always just smiled and said, "That's my secret." But now he's sharing his secrets with us. Bill prefers and uses Ferrea valves because of their contour and tulip shape on the stem that decreases turbulence in the port and increases the flow. Bill uses Leineweber valve springs because he claims they consistently provide higher valve seat pressures needed for running radical grind cams, and they maintain good tension after a lot of usage.

When a set of heads is prepared by BCR and is ready for use, they put their stamp of approval on them. Many racers are aware of this threatening moniker.

Here is the combustion chamber side of the head showing how well polished and detailed they are.

Well, there you have it. BCR let the cat out of the bag and exposed their most private tricks required to make a set of cylinder heads really perform. We had BCR perform their magic on a set of heads for us, and we're dying to try them out. We'll keep you posted on how they work out. If you have any questions about motors or headwork, BCR will be happy to help out, so give them a call. *—John Morgan*

Photos: Markus Cuff

Apply Loctite when installing the valve seals on the valve guides.

The valve springs with collars and keepers are installed into the heads using a valve spring compression tool for final assembly.

Sources

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Shovelhead Lives
JIMS Engine Philosophy

There he was—our down and hardworking scooter believer, a man who wanted to ride so bad he could taste it. Yet his fleeting bank account didn't reach the evolutionary stage he desired, thus hindering his dealer purchase. He pondered his fate as his brothers ripped through the hills, long-legged girls tightly wrapped around their backs. He wasn't a man to be left out in the cold, or to back down at the first obstacle. He wandered swap meets, scoured the classifieds, and called on his pals.

One such pal came across a Mexican cop bike for a price so unbelievable, Al couldn't pass it up. Although the crumpled '84 Shovel appeared to have been dragged behind a truck throughout its 14 years of service, the machine was complete. Al laid down a frosty case of beer in front of his knowledgeable brothers and picked their brains for an evening around his new project in the garage. Then he bought a bag of tools and a manual and went to work.

Al learned that in the never ending search for the ultimate, reliable engine rebuild, his brothers had seemingly tried everything. In the old days they ran VW oil filters and Cadillac coolers from power steering systems to make 'em last. They changed the oil once a week. They chose carefully in these dark days of limited parts availability, but quality was dubious and risky. They trued their flywheels by hand in the back bedroom of their duplex and lapped the valves in the garage. Limited precision was only part of the loose formula, but tall Al found quickly that times had changed and even the avid Shovelhead fan could now build an-iron-barreled monster that would perform and last, and last.

Torquing the case halves.

Sliding on the CCI barrels.

Al began to take notes at another session after pulling his engine. He decided to give the crew at JIMS a shot at rebuilding his battered engine, primarily due to the level of knowledge and technology he found at JIMS. Metal technology has rocketed through the roof, and the crew at JIMS has several strict codes: They are very particular about the material they use; precision is far beyond what the early '80s had to offer; they hold tight to strict tolerances; manufacturing knowledge is breaking new ground constantly, and they make every effort to ride the crest of that wave.

All right, it might sound like hype for the JIMS crew, but Al was getting the picture as he researched his ground-up repair and engine rebuild. He also learned that some in the field were working hard to make other early configurations come to life. You can now buy state-of-the-art Panheads from Panzer. You can also build a new Knucklehead from the ground up with brand-new components fabricated with the latest materials and technology by a company in Sweden. The bikes are being built in Florida by a company called Flathead Power.

Ready to make the old Shovel brand-new.

One of the reasons that Al went with JIMS was their emphasis on quality materials and manufacturing. For instance, JIMS' roller rocker arms are made from aerospace quality 4340 steel. This is the king of the hardening grade of constructional alloy steels. Due to a richer alloy content, 4340 possesses much deeper concentration of hardening than the 4100 series. This advantage is realized principally where high strength is required in heavy sections. In addition, an unusually high concentration of hardening ensures maximum toughness and ductility at the desired strength level. The fatigue-tensile ratio makes this grade ideal for highly stressed parts. It maintains its strength, ductility, and toughness at relatively high temperatures. Then they machine their new rockers on the newest horizontal CNC mills available, heat treat them, and assemble 'em with JIMS 6650 bronze bushings, bearing steel rollers, and axles. The combination of these high-quality materials makes for the best products.

Another example is JIMS tappets. Jim's crew designed a tappet specifically for performance engines called the Powerglide.

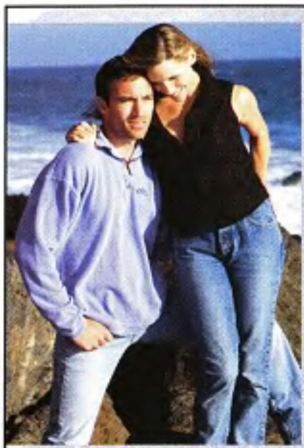
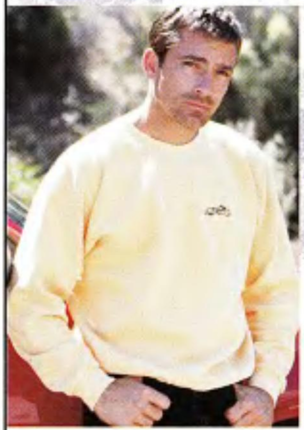
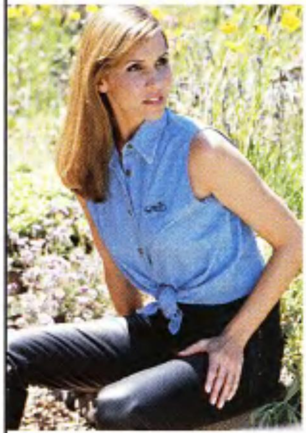
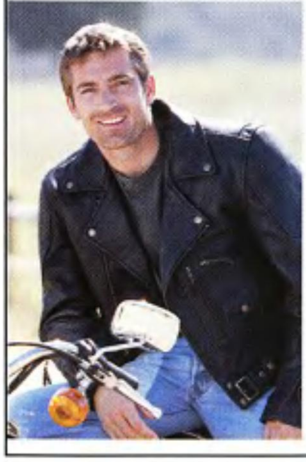
Power is what a rider is after when he installs a high-performance hydraulic cam in his ride. To get full power, you must have zero valve lash and eliminate collapsing of the hydraulic tappet as found in stock units (this is referred to as the shock absorber syndrome). Failing to open the full amount, as the cam is designed to do, results in power loss. The Powerglide hydraulic unit eliminates the shock absorber action. It's close to a solid tappet as possible and is still able to compensate for heat expansion. Glide is what you get when hand matching hydraulic components to a running fit of .0002. For this reason, JIMS tappets have a micro-finished bore for the hydraulic unit to glide over. Tappets may seem an insignificant engine element, but you sure as hell don't want them to be the weak link in an otherwise scrambling motor.

Jims tool locks the crank.

The heart of the engine is the crank pin. Jim manufactures all of his crankpins in house in Camarillo, California. They start with specially ordered steel from an American foundry, then saw, turn, mill, and grind each unit on numerically controlled machines. From sawing to the final phase of machining, each part is thoroughly inspected, and after heat treating, all threads go through a special process to make them withstand greater torque stress. Some 50 percent more torque can be applied to their crankpins. All flywheel shafts are ground to a 16 micron finish or better. All round diameters are concentric to well within .0003 or less, to simplify all phases of flywheel truing and rebuilding.

Little was left of Al's original power plant. The cases were replaced with STD, stronger and tighter units. The barrels were replaced with Custom Chrome distributed castings, and only the heads remain of the original melting pot of materials. In fact, the heads were sent to the master at William's Motors for rebuilding with JIMS components.

For the power to make the Shovel stay

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Breather timing is critical.

Dropping in JIMS lifter blocks.

up and pass some Evos, the flywheel and rod assembly included a 4.625 stroke with a 3.498 bore for 89 heart-pounding inches. JIMS is proud to introduce new and improved big twin flywheels. These flywheel assemblies are not copycat units but completely redesigned and engineered for performance. They're manufactured from the finest American cold drawn bar steel. The wheels feature a machined-in windage grove with angled counter-weights to divert oil to the windage grove. The oil that would normally adhere to the flywheel surface is now deflected into the groove and rolled outward to the scavenge port of any big twin case, making JIMS' new flywheels the most aerodynamic on the market, reducing the amount of oil drag on the wheels for more horsepower. Plus, it moves the oil faster for improved cooling. In addition, a breakthrough design deflection windage device (when used with JIMS rods) helps lubricate and cool the bottom of both pistons. CNC machining of JIMS flywheels allows them to control taper-to-taper and taper-to-outside-diameter-centerline to within .0003 inches, making the wheels simple to true, balance, and build.

The connecting rod started out as solid certified aerospace-quality 4340 moly steel. These rods are CNC-machined then heat treated, magnafluxed, shot peened, and inspected with a hardness test for each rod. From there each rod goes back into the CNC mill to bore for rod race and wrist pin bushings to within .0003 inches of each other at a 32 bore finish for the best possible bushing and race adhesion. The wrist pin bushing oiling hole has been optimized for better lubrication of wrist pins and an increase in strength. They chose H-Beam for stability and strength for both drag racing and street applications over the standard I-beam rods, although they're time consuming and difficult to manufacture—only the best to the bros. Each rod set has JIMS rod races and wrist pin bushings installed, are fit to Harley-Davidson factory specifications, and come in different lengths of centerline dimensions including: 7.440, 7.690, and 8.250 inches. The bottom end kit included JIMS pinion shaft, crank pin, sprocket shaft, rod bearings, flywheels, and all nuts and keys.

The Super Powerglide rocker arm/tappet block kit also encompasses JIMS Powerglide tappets, billet tappet blocks, push rods, and roller rocker arms (this is a new special kit that oils the top end in a Shovel). The JIMS oil pump assembly included gear shafts, body, cover, keys, and clips. Additional JIMS components included are: pinion gear spacer, pinion gear and nut, breather gear, rocker arm shafts, oil pump drive gear, cam cover, and points cover. The remainder of the components include: pistons and rings from William's Motors, RevTech cylinders, Custom Chrome rocker boxes, Custom Chrome push rod tubes, and an Andrews "J" grind

Valve adjusters on JIMS lifters.

Photos: Markus Cuff

cam. For this particular engine, the cases were packed like STD jewels in a box and shipped to Jesses James at West Coast Choppers for fine polishing.

When the engine was finished, Al stood back and looked deep into the polished finish, then at the battered chassis it was destined for. He shook his head in wonderment. If only he could afford a new Daytech frame and a Paughco extended springer. *—M.M.*

The finished new Shovel.

Sources

JIMS
(805) 482-6913
E-mail: systemop@jimsusa.com
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TechTips

Harley Gets Down
Putting Your Scoot In The Weeds

A whole big wad of you own Harley Softails, and many of you own Heritage-styled bikes. In our endless quest to give you useful information, *Easyriders* is gonna take a bone-stock used Softail and make it look cool, using only Harley-Davidson parts and accessories. We asked Steve Piehl and Paul James of H-D's Communications Department to put their heads together with Russ Tom, owner of Downtown Harley of Seattle, and come up with an all-Harley face-lift for a 1995 FLST-N that Russ had sitting around. Since the nostalgia is supposed to look like a retro bike from the '50s era, we decided to go with a truly nostalgic look. The first step would be to lower the bike and get it down in the weeds.

The original H-D shock and the nice chrome replacement.

This Softail gets the nostalgic treatment with all-Harley parts.

It is assumed that quite a few of you have either lowered your bike or are thinking about it. There are lots of lowering kits available to do this, and, obviously, some work better than others. Since a Softail's rear end has limited travel to begin with, Harley designed what they call a Profile Low Rear Suspension kit (H-D part # 54588-94) that lowers the back end an inch or more while preserving a quality ride. Since many lowering kits turn your Softail into a hardtail, the H-D shocks offer spring and damping rates that are tailor-made for your Softail to ensure a controlled ride.

H-D Front End Lowering Kit # 54596-94

These chromed twin shocks feature multi-staged damping to give you optimal performance over varying loads and road conditions. The rear shock kit comes with a Softail shock spring preload adjustment wrench and all you need is an auto jack and a few wrenches to make the swap. First, place the car jack under the frame just below the transmission, a few inches in front of the shocks, and raise the bike up to take the weight off the rear swingarm. The stock H-D rear shocks come off with just four bolts and the new chrome goodies go on the same way. Nothin' to it. Adjust the pre-load with the included wrench. While the bike is up on the jack, install the shorter jiffy stand that comes with the front end kit.

The rear end lowering kit can be used on all Softail models built from 1989 on and '97 and later Springer models. The kit is compatible with Harley's Profile Low Front Suspension kit for FLSTC, FLSTF, and FLSTN models. The front end lowering kit (H-D part #54596-94) was designed by Harley to lower the front of your bike by an inch or more while keeping the ride comfy. These front fork springs are progressively wound (that means tight) to give you a smooth ride up front. The kit includes the two fork springs as well as a shorter jiffy stand so that the bike leans just right when parked. The front end kit cannot be used alone and must be used in concert with the rear end kit.

Installing the front end kit is quick and easy. First, pull the top fork bolts (Harley calls 'em front tube plugs) with a rubber-tipped crescent wrench (or cover your front tube plugs with tape so they don't get boogered up). Then slide the tubes out of the triple clamps. Pull out the stock fork springs and then drain the fork oil by removing the Phillips head drain plug at the bottom of your fork legs (don't forget a bucket to catch the goo). Drop in the new lowering kit springs, fill the tubes with fresh H-D heavy or extra heavy fork oil (did you

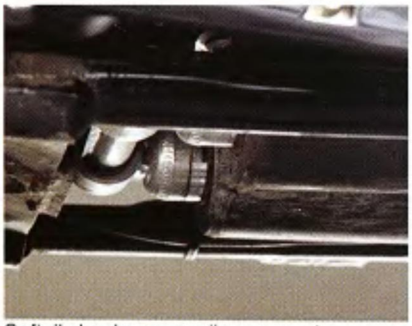
Rear Suspension Kit #54588-94.

remember to put the Phillips drain plug back in?), pull the tubes back up through the triple clamp and re-install your fork bolts. If you didn't do it earlier, don't forget to install the included shorter jiffy stand before you take the bike off the jack.

I took this lowered Softail for a spin through mountain roads and it felt great. The scoot still had just enough height to withstand assaults with speed bumps. But it sits nice and low, and as we all know, that just feels too cool.

In future issues we will doll up this stocker with all-Harley glitter to recall the late '50s and early '60s, including a headlight nacelle, detachable windshield, and other goodies. Stay tuned.

—Dave Nichols



Photos: Bruce Carroll

Softail shocks are easily swapped.

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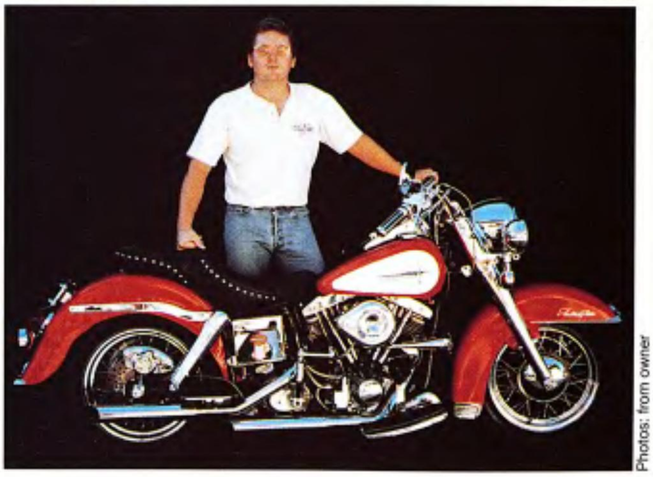
ReadersRides

Brian Jackson
Sugar Land, Texas
1977 Shovelhead



Photos: from owner

Too many antique bike stories begin with, "I found it in a barn covered with chicken shit." It's refreshing to know that this isn't one of those stories. Actually, this bike was found *behind* a barn, and it was covered by old car parts. Many of the Shovel's parts were rusted beyond repair, and waiting for newly ordered parts gave Brian Jackson plenty of time for sanding, cleaning, polishing, painting, and learning. It helps to read shop manuals and ask questions, but trial and error instruct in an unforgettable way. The bike was finished right about the time his wife, Connie, was talking divorce. All was forgiven when she saw the results of Brian's passion.

Lou Skopic's Stroker Shop in Houston did the stock 74-inch motor and Brian did the rest, including the excellent red and white paint job. The frame, swingarm, inner primary, oil tank, and tranny are all powdercoated. The pipes are from Cycle Shack, the seat is by Corbin, tires are Continental, and the wheels are Custom Chrome.

But wait, there's more! Brian named this bike "Showhorse," and has opened a shop called Showhorse Restorations in Sugar Land, Texas (281-352-7200), where he specializes in the restoration of pre-'66 Harleys. His most recent restoration was a '49 WL that won first place at the Autorama. In the works is a '45 Knucklehead and a '47 Indian Chief.

Brian hits a lot of the charity runs in the Houston area and has won over 20 First Place awards at local bike shows. Around Christmas time, he decorates the bike with antlers on the handlebars and plays Santa on several toy runs. Brian wanted to say Merry Christmas and a special thanks to his understanding wife, Connie. And so he has.

—Trash

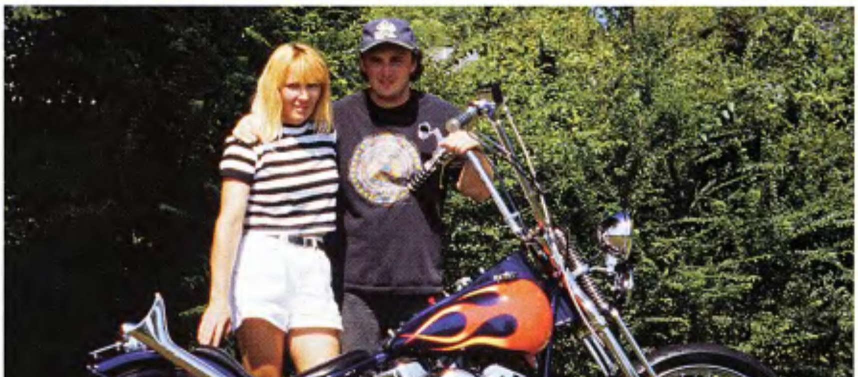
Roger Jillson
Donalsonville, Georgia
1962 74-inch Panhead

Roger's path to these pages was fraught with obstacles. To begin with, he's a retired Veteran on a fixed income. Then some punk ripped off his bike, his right leg was lost to bone cancer, and drugs and depression were all he had left. Or so he thought. Roger's father, in his infinite wisdom, loaned him $2,000 to buy a Panhead basket case, offered his guidance and love, and helped him recover from drugs. Dave Spears at Fabtec Custom Upholstery in Panama City, Florida, opened his heart and garage, and helped him build this bike. His wife, Sabrina, stood by her man and gave him strength and focus. Roger followed Rip's battle with cancer and rejoiced in his recovery, finding that there *can* be life after cancer.

"The Halloween Machine isn't too fast, but it is reliable! says Roger. "My wife, Sabrina, and I rode through the Black Hills to Sturgis, went to Laconia, and toured the Smokies—all riding, no wrenching! This bike is as solid as the American economy ... er ... faster than a speeding tax reform ... uh ... Anyhow, after I lost my leg, and mind, it took me a couple of years to get back in the saddle, but now I ride all the time. I'm clean and sober, the cancer is dead, I'm alive, and I have a fine new prosthetic leg. I've been thinking of installing a spring loaded kicker in that leg to kick ass and start my bike. When people ask me how I lost my leg, I tell them I was in the process of sticking my foot up some fisherman's ass for telling lies, when a big fish hit his line, and the fella, the fish, my boot, and the leg in it all went down the creek! I can't complain, life is too good!" Ride on Roger. *—Trash*

Photos: from owner

Jack Donovan
Long Beach, Mississippi
1959 Panhead



Photos: from owner

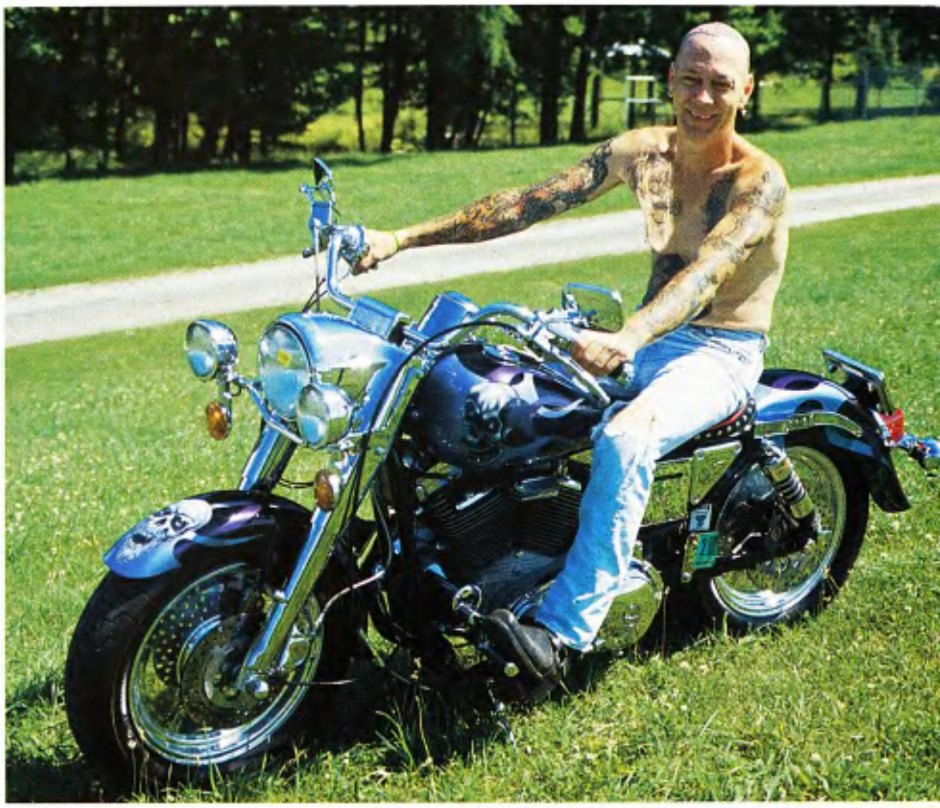
Jack and the bike he built were both born in 1959. He originally purchased the '59 engine and tranny in 1986, but because he already had a '51 Pan that was pretty easy to acquire back then, he sold it. Around 1990, he decided to find the '59 mill again and build a bike around it to celebrate the year of his birth. He found it and a '48 Pan engine as well, and bought them both for $1,000. Then he went to work at putting together his "yearsake."

Eighteen months later, the fine fish-tailed, apehangered, kick-ass chopper you're lookin' at was finished. The motor is 80 cubic inches of all S&S parts, carb included. The heads were set up with oversized valves and rebuilt to run unleaded fuel. The tranny was built back to stock specs. The frame is a Chrome Specialties straightbar; the front end is a Paughco Wide Springer with a 21-inch Avon. There are GMA disc brakes, front and rear. The front belt is a 3-inch Primo and the rear belt is a Karata.

Jack thanks Joe and Pistol Pete for their help, and Coyote of Coyote's Cycle Works in Baton Rouge, Louisiana, for his engine, tranny, and fabrication work. David Ray Automotive in Long Beach, Mississippi, laid on the paint and flames.

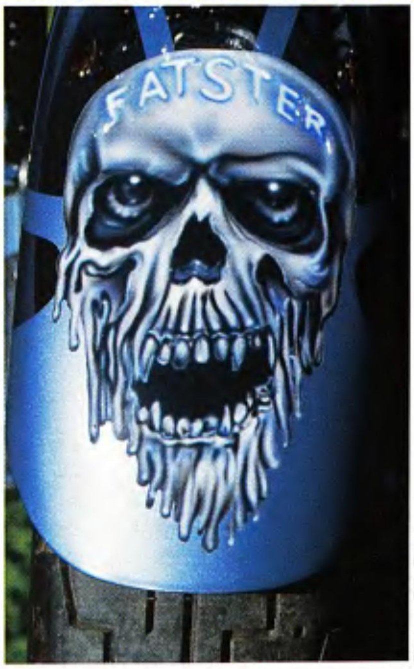
Jack and his wife, Diane, operate the oldest tattoo shops (Jack and Diane's Kustom Tattooing) on the Mississippi coast. They've been tattooing on the coast since 1981. They have one studio in Gulfport (228-864-4764) and another in Biloxi (228-436-9726). They also have a Web site at: JackandDianes.com. It looks like Jack and Diane are all set for the new millennium. As John Mellencamp says, they're "two American kids doin' the best they can." Ride on! *—Trash*

Bob Crayton
Uniontown, Pennsylvania
1986 Sportster



This being the December issue, once again the question arises: "Is there really a Santa Claus?" That's easy—of course there's a Santa Claus! Santa represents that part of the Christmas season that makes good things happen for no other reason than the fact that it's Christmastime. Santa is that optimistic belief that there is happiness ahead, as there always is. The past is known, it's a fact, and we know the good or bad of it. But the future cannot be known, so our hope and faith for a better time mixes in with guesses of what will come. If you are strong and love life as most bikers do, you will know that there is a Santa Claus, a Tooth Fairy, and The Great Pumpkin, too! Prove me wrong, and I will print it!

This bike was submitted some time ago by Bob Crayton. He gave no address and a disconnected phone number. A reverse phone book places him somewhere near Uniontown, Pennsylvania.

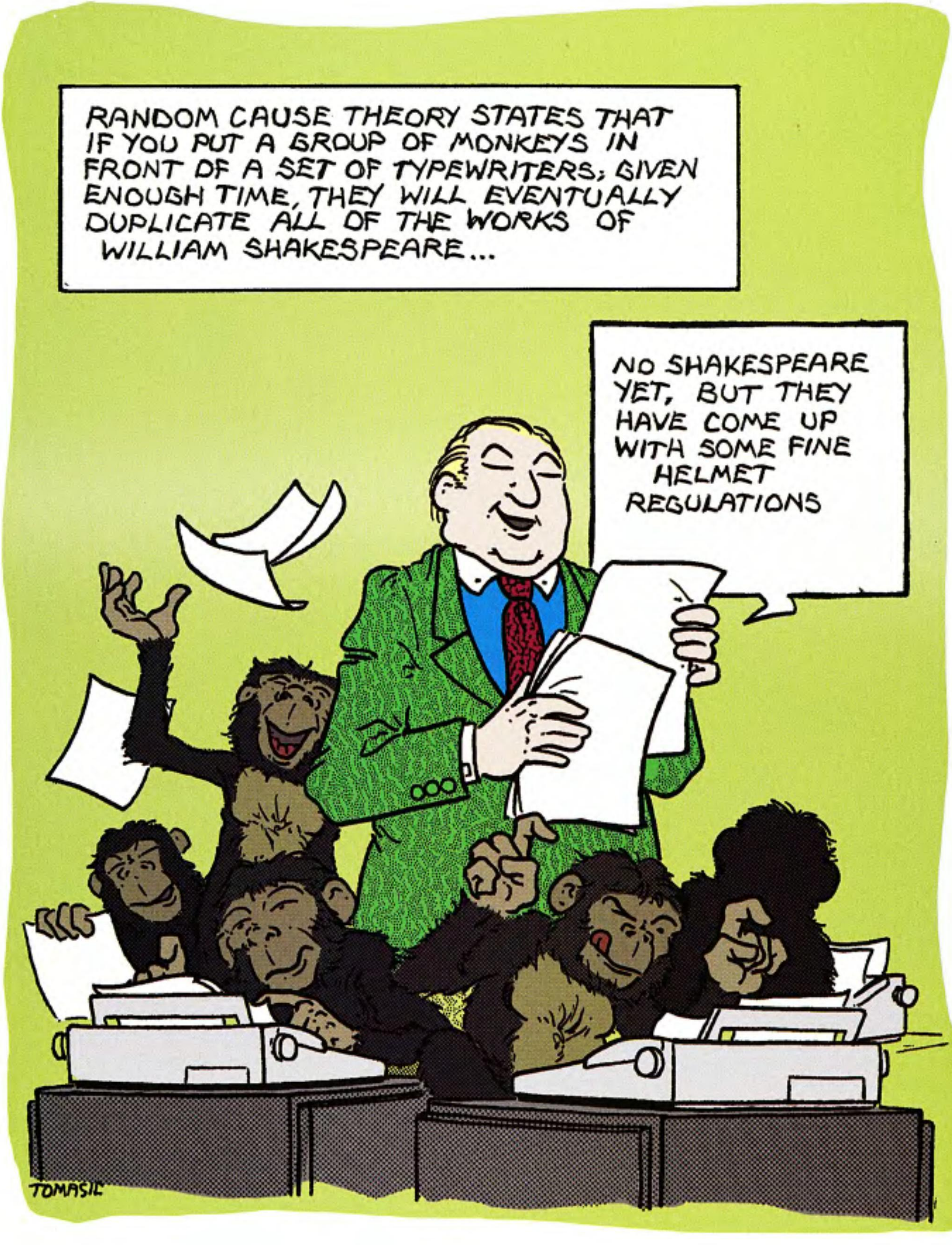


Photos: Billy Tinney

Included were these photos and a scant few bits of info: 1986 1100cc Sportster, S&S carb, Dyna electrics, Andrews cam and lifters. It was assembled by Tom's Kustom in less than three months. Paint is by J.T. Auto ... no more info is given on the painter, but whoever you are, you did a great job. The grinning skull graphics and silver/purple flames are superbly blended into the overall paint job. Well done. Unfortunately, that's all the info we have.

For me, this is proof of Santa, who I think is Bob Crayton. Because I couldn't talk to him personally, Bob gave me space in this story to write about the good that happens during the holidays, and that is good indeed. Merry Christmas!

—*Trash*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Harley-Davidson FLHRCI 2000 Road King Classic
A Brand-New Bike That Feels Like An Old Friend

From a styling standpoint, Harley-Davidson's 2000 FLHRCI Road King Classic is to motorcycles what the '57 Chevy is to automobiles. Its nostalgic looks may not be every rider's bag, but you have to admit that over the past few years, it has become an undeniable classic in the H-D lineup—one that we can't imagine the manufacturer ever dropping.

Equipped for the second year with a rubber-mounted, fuel-injected Twin Cam 88 powertrain, the Road King Classic is as mechanically advanced as it is aesthetically traditional—a great combination of new and old. Every part on a Road King Classic reflects this successful blend of past and present.

Check out the tin front end, with its chromed nacelle headlight, twin running lights, and removable windscreen. The FLHRCI also gets you a classy and comfortable seat to park your buns on. It even has a pair of matching, leather-covered hard bags to boot. And how about those laced wheels, shod with wide whitewall tires? The chromed crash bars, and massive dual tailpipes ain't polish sausage either, and we're not even talking about the optional two-tone paint job.

These elements, borrowed from Harley's glorious past, make the Road King Classic look pretty damn good, while more modern features make the bike ride like a bat out of hell.

Let's start with the Twin Cam 88. Introduced last model year on all rubbermounted hogs, it has already proven to be a very reliable and powerful engine. This time around, it's fuel-injected. Some Harley riders may have a hard time accepting this, but fuel injection is in our future, and will eventually replace carburetion on most—if not all—Harley-Davidsons. It just makes sense. Electronic fuel injection has too many advantages over carburetors. When you think about it, it is no bigger a deal than going from points to electronic ignition.

This particular bike exhibited a pretty fiery temperament for a stocker. So much so, that we wondered if it had been tweaked for the press. We inquired, and were told that this is what happens when you inject a Twin Cam. So there you have it! Gone is the anemic 1340, that wouldn't come to life unless you at least changed the pipes and rejetted the carb. If you own an Evo-era big twin, you owe it to yourself to pay a visit to your local dealer for a test ride.

Bringing these wild horses to a safe stop (what a concept!) are a trio of brand-spankin'-new disc brakes. This time, H-D really went all out, offering exclusive 4-piston fixed caliper brakes on all year 2000 models, with a new brake pad compound and new 11.5-inch fixed rotors. The rotors were designed to dissipate heat a whole bunch better. They feature complex cutouts that seem to allow them to flex slightly, for better performance.

We put the brakes to the test, and were very impressed with their ability to stop the 700-plus pounds of the Road King quickly and safely. They work so well that Phantom reportedly crushed his schnoz on the windshield when he first dropped the anchor!

The adjustable air suspension is another great feature on the Road King Classic, as it allows you to stiffen the front end so it doesn't take a nose dive when you hit the brakes. You can also adjust the pressure on the rear shocks, according to your riding style and loading conditions. By the way, we are told to use a special hand pump for that—no compressed air.

The traveler in you will like the leather-covered hard bags. They feature leather straps with chrome buckles. Lift the strap, and you will find a handy-dandy quick release plastic fastener. The bags are held onto the bike with a pair of quarter-turn "dzus" fasteners, allowing access to the rear wheel for service.

But wait, it gets better. You can also check H-D's Parts and Accessories catalog. They offer a tooled leather-covered top case that matches the Road King's bags and seat. The seat also has provisions for a rider backrest. With this setup, you can actually do some serious touring, and do it in style. The only thing you may have a problem fitting on the Road King is a radio—there is no permanent fairing to hide it in. But who needs that crap, when you can ride to the throaty roar of a finely tuned Twin Cam motor?

Ergonomically, this king of the road sits nice and low with a classic FL feel to the riding position thanks to the excellent saddle and footboards. The new handlebars make your arms feel a tad short, though, but that's easily fixed. Those who are used to older Harley touring bikes will smile as they power through corners feeling completely at home with this agile big beast. One ride and you'll know why we say that the new Road King Classic is a brand-new bike that feels like an old friend.

So is Harley-Davidson's 2000 FLHRCI Road King Classic the perfect bike for those of us who are as eager to enter the new century, as we are reluctant to leave the old one behind? After riding one for over a month, I can say that it is.

—Lafayette

HARLEY-DAVIDSON

Manufacturer: ..Harley-Davidson
City:............Milwaukee, Wisconsin

General

Year/make: ....2000 H-D
Model: ....FLHRCI Road King Classic
Length: ....93.7 inches
Seat height: ....26.9 inches
Ground clearance:..........5.1 inches
Rake/Trail:....26 degrees/6.2 inches
Wheelbase: ....63.5 inches
Dry weight: ....710 lbs.
Miles per gallon: ......46 hwy/39 city
Lean angles (right/left): ....31°/30°
Braking: ....(maximum loaded vehicle weight) 160 ft. @ 60 mph

Engine

Year/model: ......2000 Twin Cam 88 vibration isolation-mounted
Bore x stroke:................3.75 x 4.00
Displacement:........88 cubic inches
Compression ratio: 8.9:1
Fuel system: ..electronic sequential port fuel injection (ESPFI)
Oil capacity: ....4 quarts
Fuel capacity: ....5 gallons
Exhaust system: ....dual
Primary drive:......double-row chain
gear ratios (overall)

1st: 10.81
2nd:...7.45
3rd: 5.29
4th:..4.13
5th:..3.37
Torque: .....86.0 ft.-lbs. @ 3500 rpm

Wheels

Front

Type:.....laced with wide whitewalls
Size: 16-inch
Brake: ....11.5 x .20 dual disc

Rear

Type:.....laced with wide whitewalls
Size: 16-inch
Brake:.............................11.5 x .23

Instruments: ....electronic speedometer with odometer and resettable trip meter, fuel gauge, low fuel light, oil pressure indicator lamp, engine diagnostic light

Color options: ...vivid black, luxury rich red pearl, bronze pearl, aztec orange pearl, cobalt blue pearl, two-tone sinister blue and diamond ice, two-tone aztec orange and diamond ice, two-tone luxury rich red and black, two-tone suede green and black

Photos: ....Markus Cuff

"I told you from the start that Kansas was no place for hillclimbs!"

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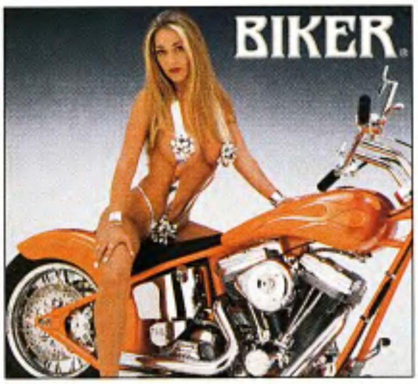
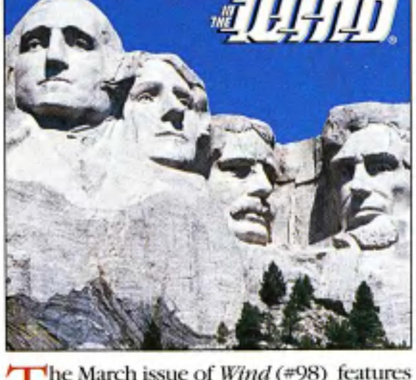
ComingAtYa

The January 2000 issue of *Easyriders* (#319) is blazin' your way for a whole new century of ridin' easy. We'll bring you the ultimate biker party and rodeo in Chillicothe, Ohio, visit the home of *The Wild One* in Hollister, Calif., and give you the lowdown on our Easyriders Bike Show Tour for 2000. Join an antique iron road trip with a scientist, a surgeon, and a CEO, have a chat with the AMA's longtime leader, Ed Youngblood, and offer up a juicy Performance Cam Guide. If that ain't enough, we'll yuk it up with Greg White as he looks at the New Year, find out if there are Harleys in Heaven, and unveil the hot new Bikes and Babes Channel. *Plus* more Reader's Rides that ever! It's all crammed into the best damned bike rag in the known universe.

On sale November 30



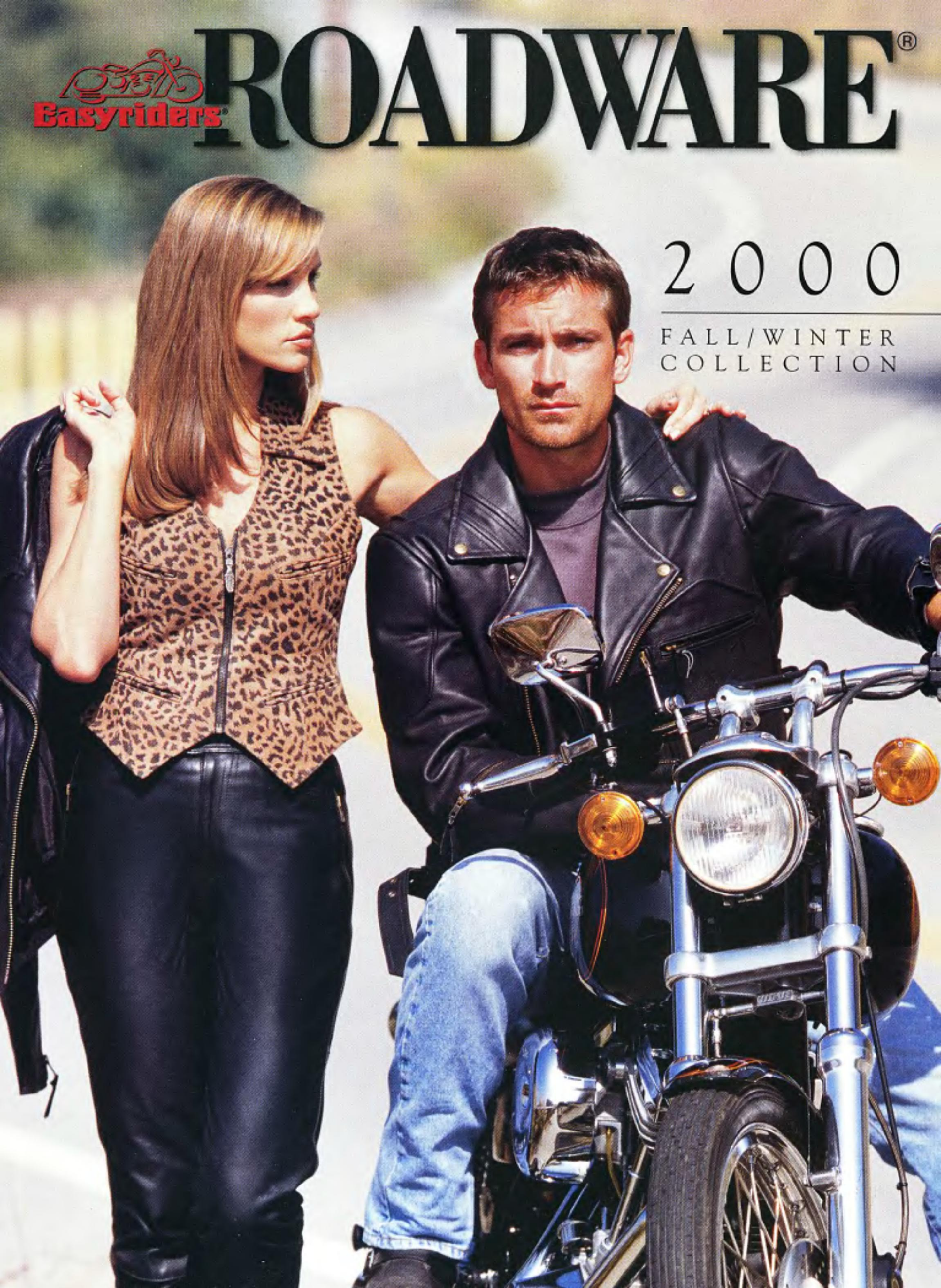
It's Christmas and we've got somethin' special for ya to unwrap ;cause at *Biker* we reward those who've been naughty. So sit back with a mug o' nog and a pantload of mistletoe and enjoy ... *On sale Nov. 4*



The March issue of *Wind* (#98) features a full-blown retrospective of the Sturgis Rally & Races, plus a look back at all the action of the '99 Easyriders Blues Fest and Rodeo Tour. Don't miss it. *On sale Dec. 9*

Discover *VQ*, for the cycle connoisseur. It's where Wall Street meets Thunder Road, where you'll see rare antiques, world-class customs, and journey to the most exclusive places on Earth. *On sale now*

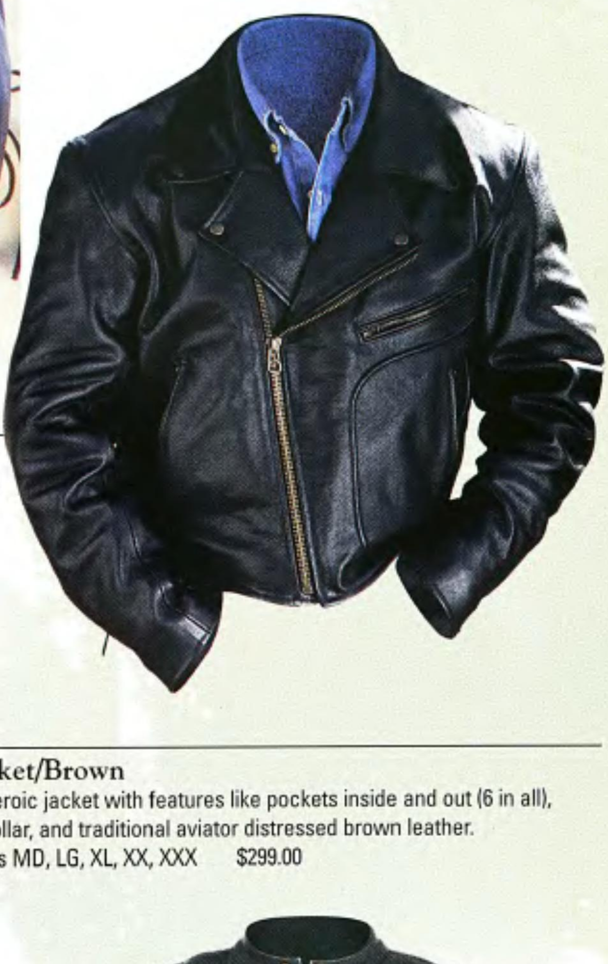
Are you ready for some thunder?! January's *Quick Throttle* blasts into 2000 with racing action from Loudon, a road test of Big Dog's Bull Dog, a clutch replacement tech, and more! *On sale now*


Easyriders
ROADWARE®
2000
FALL/WINTER
COLLECTION

Belted Biker Jacket

This heavy leather biker jacket has 5 outside pockets, 1 inside, zip front and sleeves, removable lining, padded-protected elbows / forearms, side and belt adjustments, zipper vents in back for air flow, extra long sleeves, inside wind flap on front zipper and kidney support.

B4182 Sizes MD, LG, XL, XX, XXX $349.00



Basic Biker Jacket

No bells. No whistles. Just top quality leather designed in the classic biker image. Features include three front pockets and one inside, plus side adjustments, extra long sleeves and kidney support.

B4181 Sizes MD, LG, XL, XX, XXX $219.00

Bomber Jacket/Brown

You'll dig this heroic jacket with features like pockets inside and out (6 in all), a snap down collar, and traditional aviator distressed brown leather.

B4187 Sizes MD, LG, XL, XX, XXX $299.00

Band Collar Jacket

Loaded with features such as removable lining, protective padding in the elbows/forearms, padded shoulders and kidney support, 4 outside pockets (2 with snap closures), zippered vents in back, and side adjustments, this fashionable bike jacket is one of the most practical.

B4190 Sizes MD, LG, XL, XX, XXX $349.00

New!

Nylon Cordura Jacket

Easyriders teams up with the legendary Custom Bike Designer Arlen Ness to create a line of rugged riding apparel. Features include super tough nylon construction, armored elbows and shoulders, weather proofing design, zip out liner, plenty of cargo pockets, and fast lane styling all wrapped up in a hot jacket .

4701 Sizes SM, MD, LG, XL, XX, XXX $299.00

New!

Nylon Oxford Jacket

This slightly different looking jacket has a few additional features which include super tough nylon construction, armored elbows and shoulders, weather proofing design, plenty of pockets, great styling, and a zip out lining that can be worn as a light jacket. Matched this jacket up with the Nylon Pants for complete protection.

4700 Sizes MD, LG, XL, XX, XXX $269.00

New!

Easyriders Varsity Jacket

Nothing can take you back to your youth like this wool and leather varsity style jacket. It has a nostalgic look while it remains functional on a cool cruise home. Features include side pockets, leather arms, and soft knit wrists. It also features a zipper front with a wind flap that snaps down to keep you nice and warm.

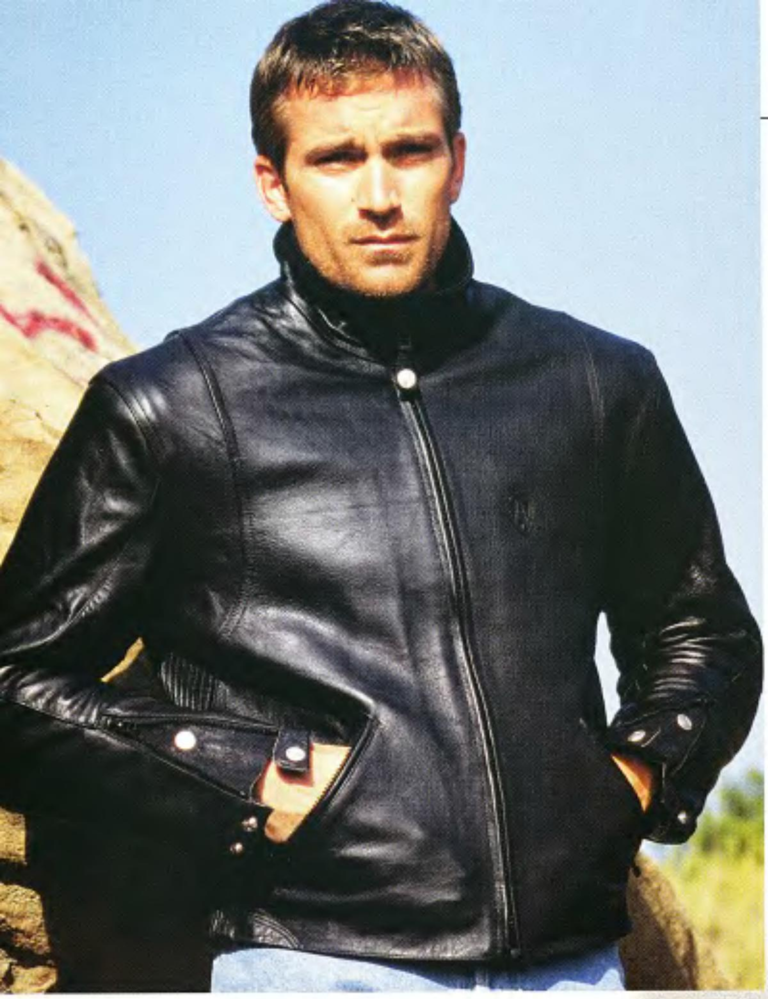
4141 Sizes MD, LG, XL, XX , XXX
$189.00

New!

Nylon Cordura Pants

Serious riders will want to complete their full set of riding gear with these Nylon Cordura Pants. Features include super tough nylon construction, weather proofing design, fully-lined interior, plenty of pockets, and great styling to match either of the Cordura Jackets .

4705 Sizes SM, MD, LG, XL, XX $189.00



New!

Luxury Liner Jacket

It comes with 1.2 mm high quality cowhide exterior, removable mylar lining, removable body armor and stand-up collar. Now that's high performance.

N5012 Sizes SM, MD, LG, XL, XX $399.95

Mens Nylon Woven Pants

Finally, five pocket, water resistant jean-cut riding pants with full length mesh lining and a waterproof boot bib. The thigh cargo pockets allows you to carry those little extras.

N5000 Sizes SM, MD, LG, XL, XX $179.95

C & C Classic Jacket

Lightweight suede and die cut leather are combined with single stitch embroidery, frisbee lining, removable armor and cuff zippers. You'll truly be riding in style with these classy jackets.

N5001 Sizes SM, MD, LG, XL, XX $279.95

Mens Nylon Woven Jacket

Carbon fibers combined with waterproof Du Pont Texsteel create a futuristic garment complete with removable lining and armor plus vents. This is the best alternative to leather.

N5002 Sizes SM, MD, LG, XL, XX $339.95

A & N Bomber Jacket

With brown lambskin for comfort, the synthetic removable fur collar (not shown) offers warmth. Knit cuffs and waist allow a secure fit. Four outer pockets and one inner pocket can hold everything.

N5003 Sizes SM, MD, LG, XL, XX $419.95

Chopper Jacket

Part of the Team Ness product line, this limited edition jacket features 2-tone leather, cuff zippers, mesh lining and a mandarin collar. Express yourself.

N5005 Sizes SM, MD, LG, XL, XX $389.95

Lining with Armour Included with Item N5012 & N5002

New!

Two Piece Rainwear

Who says rainwear has to look like rainwear? Here is a set of Easyriders rainwear you won't want to take off. Styled just right with features that include reflective strips; elastic at the waist, wrist and ankles; tons of pockets and a velcro closure over the zipper and at the neck.

4710 Sizes MD, LG, XL, XX $79.00

Outback Duster

Cotton-lined sleeves, Velcro cuffs, deep pockets, leg straps and an internal drawstring at the waist make this the quintessential uniform for any road warrior. Oil/wax impregnated cotton provides wind and weather resistance.

4175 Sizes SM, MD, LG, XL, XX $199.00

To place an order or locate a dealer near you call **(800) 247-6246**

Sherpa Fleece Jacket

The softest polar fleece you'll ever find has a zip-up front and embroidered logo. It also has two side pockets to keep your hands warm too. Perfect for men or women.

4200 Sizes MD, LG, XL, XX, XXX $89.00

Sherpa Fleece Pullover

The softest, warmest pullover you can have wrapped around you is this zip-up polar fleece. Two-tone for style, and an adjustable bottom pull cord for fit.

4205 Sizes MD, LG, XL, XX, XXX $89.00

New!

Deluxe Quarter Zip Sherpa

This shirt is made of 9.5 oz material made in the U.S.A., consisting of preshrunk 70% cotton and 30% polyester. This soft shirt has a ribbed knit cadet collar and cuffs, plus an antique brass look zipper. Machine washable.

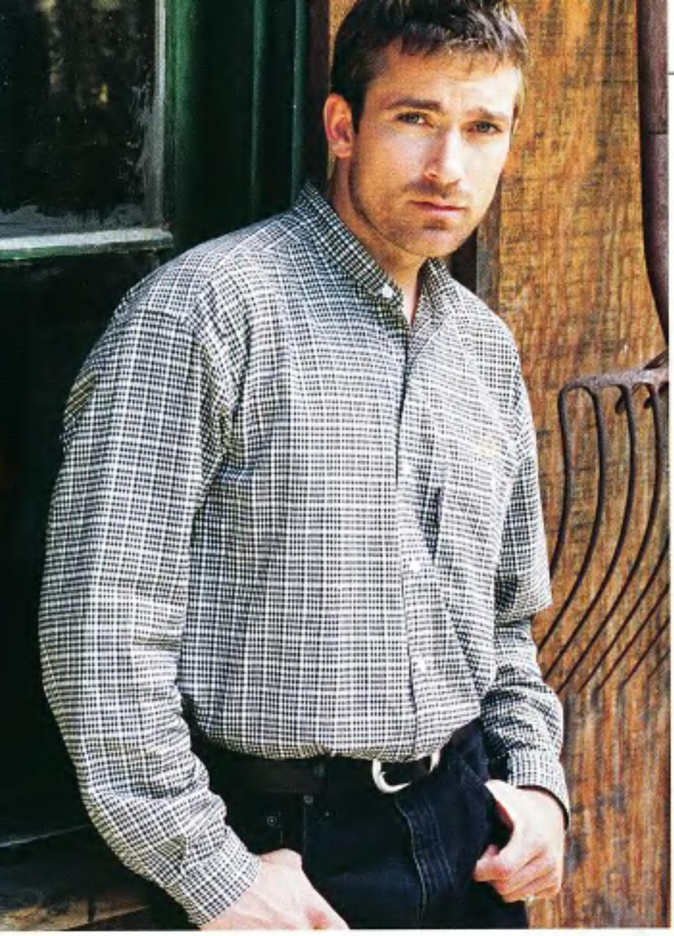
3701 Heather Sizes MD, LG, XL, XX $59.00
3702 Natural Sizes MD, LG, XL, XX $59.00

New!

Pigment Dyed Sweatshirt

Is there anything more comfortable than a sweatshirt? The *Easyriders* sweatshirts are pigment dyed to add warmth to the color, but the real warmth comes from ownership. Machine washable.

A9451 Black • A9452 Brick • A9453 Denim • A9454 Golden • A9455 Mocha A9456 Moss • A9457 Navy • A9458 Periwinkle • **A9459 Poppy** • A9460 Smoke A9461 Teal • 9462 Plum. Sizes MD, LG, XL, XX $49.95



Plaid Band Collar Shirt

The popular look of a band collar with the perennial-favorite plaid can't be passed up.

7485 Sizes MD, LG, XL, XX, XXX $34.95

Long Sleeve Twill

This band collar shirt is made from some of the softest 100% cotton you'll ever put next to your skin. Single button pockets and an Easyriders embroidered logo finish it off nicely. Choice of two colors.

7466 Khaki • 7465 Green with Denim

Sizes MD, LG, XL, XX, XXX $34.95

Black
Stonewash
Indigo
Khaki
Natural
Forest

Long Sleeve Denim Shirt

This shirt is ready to wear thanks to the 6.5 oz pre-shrunk stonewashed cotton. When a T-shirt just won't do, this shirt will. Machine washable.

A9300 Stonewash Denim • A9301 Indigo • **A9302 Black** • A9303 Khaki
A9304 Natural • A9305 Forest

3703 Sizes SM, MD, LG, XL $39.95 and XX $44.95

New!

Deluxe Hockey Jersey

You won't have to wave a stick to get attention in this shirt. It's a go anywhere, do anything style. Made of 12 oz. French terry cotton, it is machine washable and has hidden slash pockets to boot. This V-neck oversized jersey is styled for a man's comfort. Made in the U.S.A.

3717 Sizes MD, LG, XL, XX $49.95

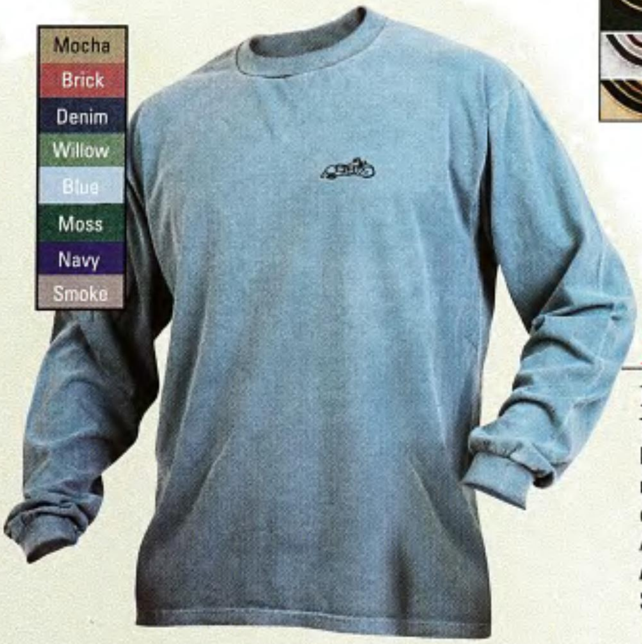
New!

Crew Sweatshirt

Made to keep its shape, this shirt is made of 50/50 poly/cotton and has a ribbed collar, cuffs and waistband which are made with Lycra. It is machine washable and, of course, made in the U.S.A.

A9501 Navy with Burgundy and Khaki stripes • **A9502 Maroon with Navy and Forest stripes** • A9503 Forest with Navy and Maroon stripes • A9504 Gray with Indigo and Burgundy stripes • A9505 Khaki with Navy and Forest stripes.

Sizes MD, LG, XL $39.95 and XX $44.95



New!

Pigment Dyed Long Sleeve Shirt

This shirt is maintenance free because it is made of preshrunk 100% heavyweight cotton, is machine washable, and the pigment dye keeps it looking much the same wear after wear. The tapered neck and ribbed knit cuffs make it oh-so comfortable. Made in the U.S.A.

A9443 Mocha • A9444 Brick • A9345 Denim • A9446 Willow **A9447 Blue** • A94348 Moss • A9449 Navy • A9450 Smoke

Sizes MD, LG, XL $24.95

Long Sleeved Henley

With the *Easyriders* logo on a long sleeve, heavyweight 100% cotton Henley featuring three woodtone buttons, this is as classic as a '47 with a suicide clutch.

A9369 Charcoal • A9361 Black • A9362 White • A9363 Ash• A9364 Navy A9365 Gray • A9366 Natural • A9367 Forest • A9368 Denim • A9370 Red A9371 Indigo • A9372 Cobblestone • A9373 Olive • A9374 Eggplant

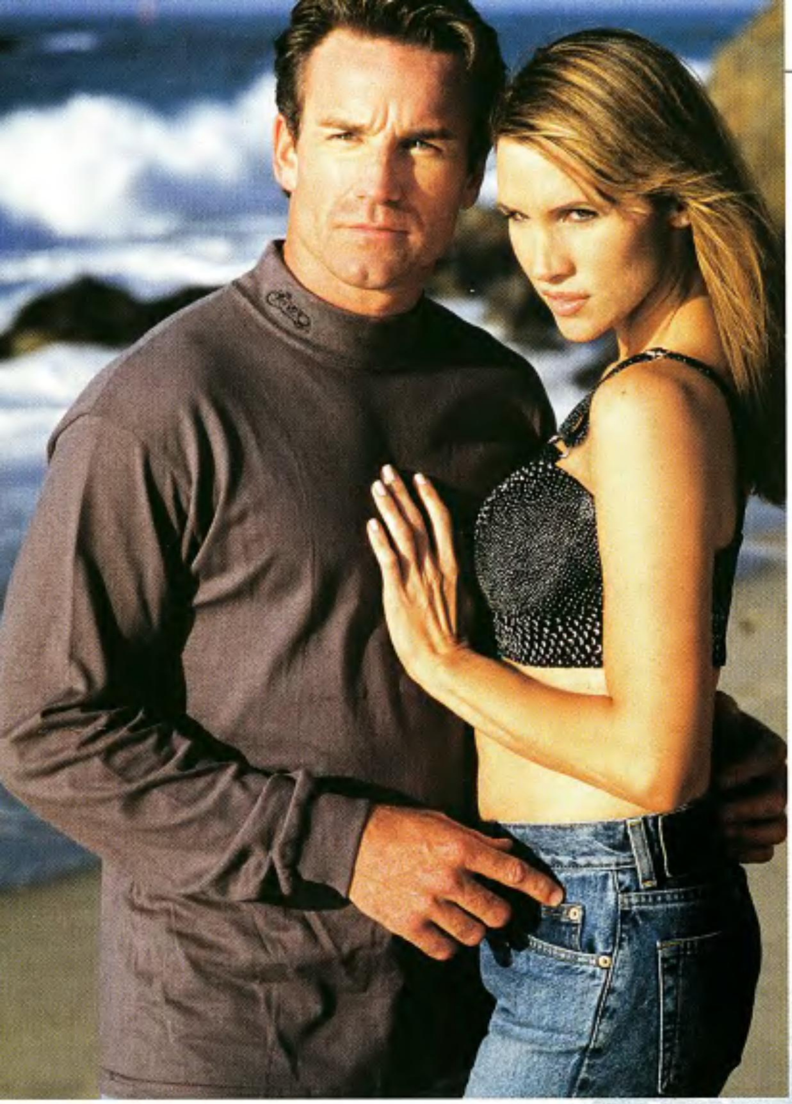
Sizes MD, LG, XL $34.95 and XX $39.95

New!

Long Sleeve Polo

The much in demand polo shirt has now gone long sleeve. When you need just a bit more warmth, this shirt is just the thing. In comfortable cotton, you will love the ease of this wash and wear shirt. A9430 White • A9431 Natural • A9342 Ash A9433 Khaki • A9435 Heather • A9436 Forest • A9437 Navy • A9438 Black A9439 Charcoal • **A9440 Eggplant** • A9441 Denim • A9442 Olive

Sizes MD, LG, XL, XX $34.95



New!

Mock Turtleneck

This shirt has the comfort of a T-shirt with just a little extra warmth. Made of 100% extra heavyweight 7.1 oz. cotton with ribbed knit cuffs, this turtleneck is preshrunk, machine washable and made in the U.S.A.

A9478 White • A9479 Natural • A9380 Ash • A9481 Khaki
9482 Heather • A9483 Forest • A94384 Navy • A9485 Black
A9486 Charcoal • A9487 Eggplant • A9488 Denim • 9489 Olive
9490 Indigo • 9491 Yellow
Sizes MD, LG, XL, XX $24.95

White	Black
Natural	Charcoal
Ash	Eggplant
Khaki	Denim
Heather	Olive
Forest	Indigo
Navy	Yellow

New!

Pigment Dyed Fleece

This shirt is as soft as an angel's wing. It has the look and feel of a well taken care of favorite shirt. Made from 80% heavyweight cotton and 20% polyester, features include knit cuffs, a waist band and a knit collar that zips to your own comfort level.

A9463 Denim • A9464 Mocha • A9465 Moss • A9466 Periwinkle
A9467 Smoke • A9468 Teal.
Sizes MD, LG, XL, XX $59.95

Denim
Mocha
Moss
Periwinkle
Smoke
Teal

Bike Long-Sleeved Pocket Tee

The long-sleeved black pocket tee, with flames shooting from the back of a bike, just might be…the coolest.

8475 Sizes MD, LG, XL, XX $24.95

Long Sleeve Flame Shirts

The flames aren't the only thing that make these designed for riding T-shirts hot. As your arm stretches out to the handlebar, the logo reflects the image of motorcycling. The two Easyriders shirts also have a convenient pocket, while the Tattoo shirt has a unique screened design that is just as cool as it is hot.

8620 Tattoo Flame Shirt • 8470 Eagle Flame Shirt • 8440 Skull Flame Shirt
Sizes MD, LG, XL, XX $24.95

Bike Flame Hooded Zip Sweatshirt

The Hooded Zip Sweatshirt with Flames is a staple for every biker wardrobe. The flames may look hot but the style is cool. And that hood can come in mighty handy on a crisp ride home.

3716 Sizes MD, LG, XL, XX $44.95

Long Sleeved T-Shirts

These specially designed long sleeved T-shirts are made of 100% preshrunk cotton and are available in these three awsome designs.

8477 Wolf Shield • 8478 Skull Cross • 8476 Skull Shield
Sizes MD, LG, XL, XX $29.95

Zipper Polo Shirt with Striped Collar

The cool zip-up front and striped knit collar add a modern variation to the classic polo. This shirt features solid body with accenting solid strips on the collar, an antique brass looking plastic zipper, and material of 100% preshrunk extra heavyweight cotton jersey. Available in four colors.

A9408 White w/black & gray collar • A9406 Charcoal w/gray and white collar • **A9407 Denim w/black and gray collar** • A9405 Black w/charcoal and white collar
Sizes MD, LG, XL, XX $34.95

Pocket T-Shirt

Made from 100% cotton, the *Easyriders* logo is embroidered on this classic of all classics – the pocket Tee.

PIGMENT DYED COLORS

A9330 Mocha • A9322 Black • **A9323 Smoke** • A9324 Navy
A9325 Moss • A9326 Willow • A9327 Blue • A9328 Denim
A9329 Brick
Sizes MD, LG, XL $19.95 and XX $21.95

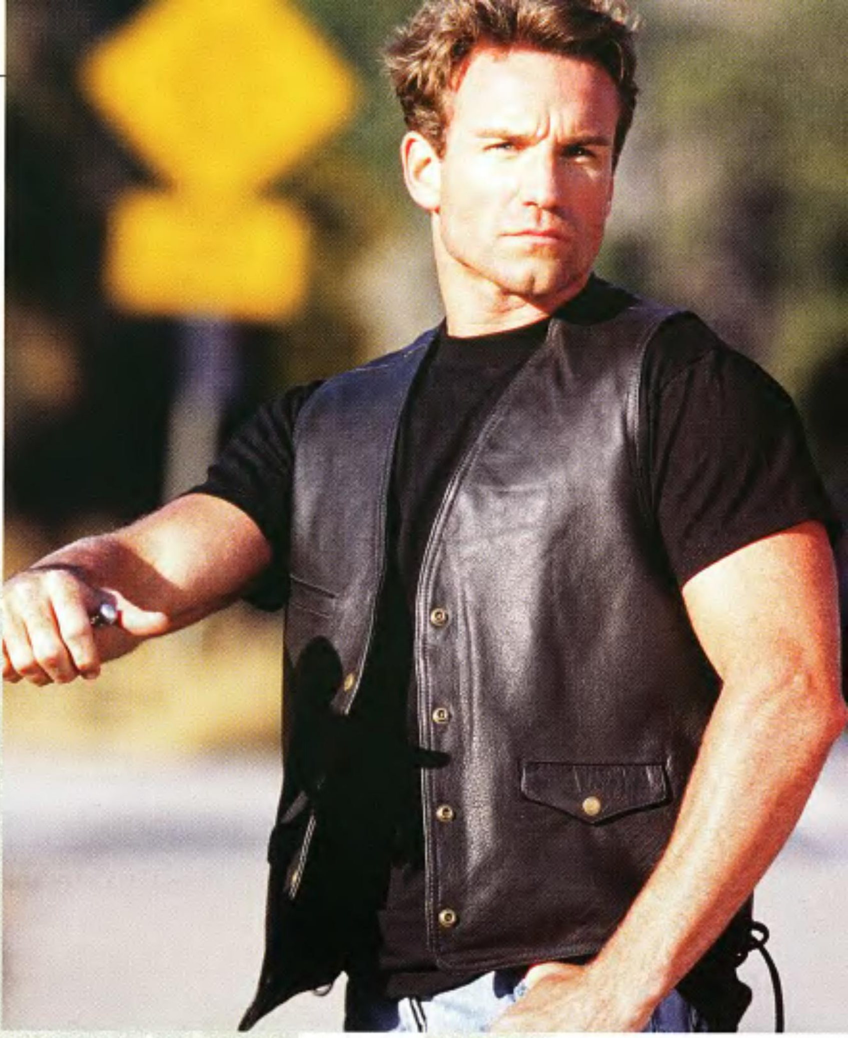
REGULAR COLORS

A9321 Forest • A9315 Black • A9316 White • A9317 Ash
A9318 Navy • A9319 Heather • A9320 Natural
Sizes MD, LG, XL $19.95 and XX $21.95

Snap Front Vest

This styling leather number has three front pockets and side lace-up adjustments. Did we mention it snaps in the front?

B5165 Sizes MD, LG, XL, XX, XXX $109.00



New!

Vest Extenders

When you need just a little more room in that vest or you just want to keep if from blowing wide open, we have the answer. These handsome looking bone and leather extenders come with an Easyriders Bike Logo Snap that attaches to your vest.

Actual size 4 ½".

310150	Natural	$14.95
310151	Black	$14.95

Cruiser Vest

Get pumped. Then show off those biceps or your favorite tattoo with this heavy duty black leather vest with buckle adjustments, two pockets for your hands and two more for your valuables.

B5175 Sizes MD, LG, XL, XX, XXX $109.00

Khaki	Forest
Black	Denim
White	Charcoal
Ash	Red
Navy	Indigo
Heather	Cobblestone
Natural	Olive
	Eggplant

Short Sleeve Henley

Classic Henley style in 7oz. cotton with short sleeves and the Easyriders logo.

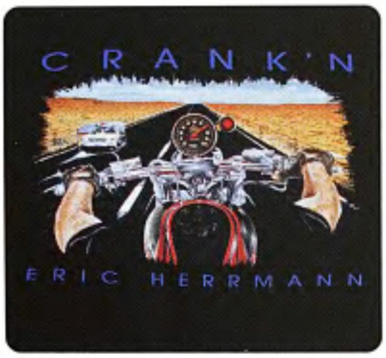
A9341 Khaki • A9334 Black • A9335 White • A9336 Ash • A9337 Navy A9338 Heather A9339 Natural • A9340 Forest • A9342 Denim A9343 Charcoal • A9344 Red • A9345 Indigo • A9346 Cobblestone A9347 Olive • A9348 Eggplant.

Sizes MD, LG, XL, XX $29.95

EASYRIDERS T-SHIRTS

For over 20 years *Easyriders* T-shirt designs have always embodied the fun and freedom of the biker experience, and our newest T's continue that fine tradition. Some designs have also combined embroidery with the silk screened image, while others have been printed front and/or back. All designs are screen printed on 100% cotton.

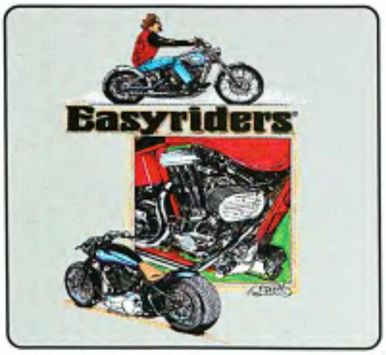
Unless otherwise noted, pricing is as follows:
MD, LG, XL T-shirts are $16.95 ea.
XX are $18.95 ea.
When available XXX are $20.95 ea.



CRANKIN' by Eric Herman (Back Print) ***New!***
9700 Sizes MD, LG, XL $19.95
XX $21.95

SHOVELHEAT by Eric Herman (Back Print) ***New!***
9701 Sizes MD, LG, XL $19.95
XX $21.95

STURGIS by Eric Herman (Back Print) ***New!***
9705 Sizes MD, LG, XL $19.95
XX $21.95



FAST LANE FLYING (Back Print) ***New!***
Choice of shirt color.
8873 Black • 8880 Ash • 8881 White
Sizes MD, LG, XL, XX, XXX

QT KICKING ASPHALT (Back Print) ***New!***
Choice of shirt color.
8872 Black • 8878 Ash • 8879 White
Sizes MD, LG, XL, XX, XXX

VQ DREAM MACHINES (Back Print) ***New!***
Choice of shirt color.
8871 Black • 8876 Ash • 8877 White
Sizes MD, LG, XL, XX, XXX

BIKER TO THE BONE ENGINE *New!*
8891 Sizes MD, LG, XL, XX, XXX

FLAMING BIKER TO THE BONE *New!*
8893 Sizes MD, LG, XL, XX, XXX

WOLF ENGINE *New!*
8894 Sizes MD, LG, XL, XX, XXX

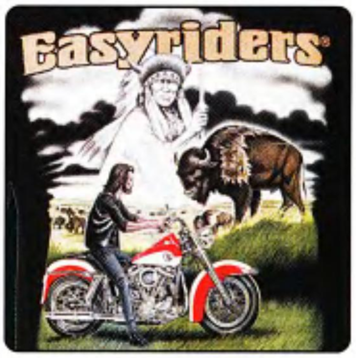
BIKE & EAGLE BOLT *New!*
8895 Sizes MD, LG, XL, XX, XXX

DREAM MACHINE *New!*
8896 Sizes MD, LG, XL, XX, XXX

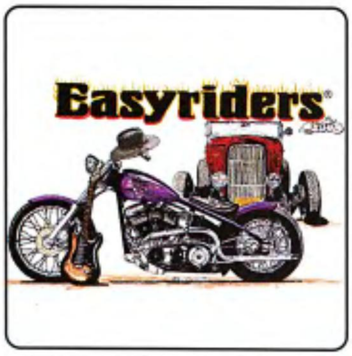
ALL AMERICAN EASYRIDERS *New!*
8897 Sizes MD, LG, XL, XX, XXX

AMERICAN EAGLE (Light denim shirt)
8850 Sizes MD, LG, XL, XX

SNAKE BITE T-SHIRT
8205 Sizes MD, LG, XL, XX, XXX



FREE SPIRIT
8200 Sizes MD, LG, XL, XX, XXX



AMERICAN DREAM (Back Print) *New!*
Choice of shirt color.
8870 Black • 8874 Ash • 8875 White
Sizes MD, LG, XL, XX, XXX

WHITE LINE BROS - Signature Series
w/Embroidered David Mann signature.
8585 Sizes MD, LG, XL $19.95
XX, XXX $22.95

LETTER FROM NAM - Signature Series
w/Embroidered David Mann signature.
8590 Sizes MD, LG, XL $19.95
XX, XXX $22.95

EASYRIDERS T-SHIRTS

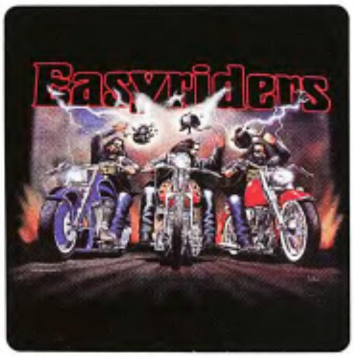
Unless otherwise noted, pricing is as follows:
MD, LG, XL T-shirts are $16.95 ea.
XX are $18.95 ea.
When available XXX are $20.95 ea.

BIKER CHOPPER (White shirt)
8787 Sizes MD, LG, XL, XX, XXX

SKELETON RIDER
8599 Sizes MD, LG, XL, XX, XXX

KNIGHT RIDER
8863 Sizes MD, LG, XL, XX, XXX

QUICK THROTTLE FIRST ISSUE
8795 Sizes MD, LG, XL, XX, XXX



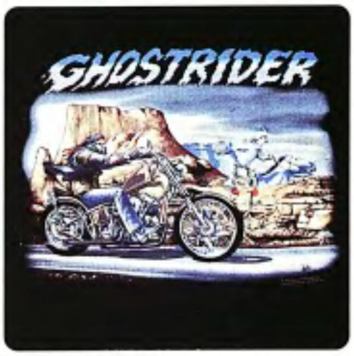
LIGHTNING STRIKES T-SHIRT
8823 Sizes MD, LG, XL, XX, XXX

RUN TO THE WALL
8865 Sizes MD, LG, XL, XX, XXX

SUNSET STRIP
8860 Sizes MD, LG, XL, XX, XXX

CANADIAN MIST
8864 Sizes MD, LG, XL, XX, XXX

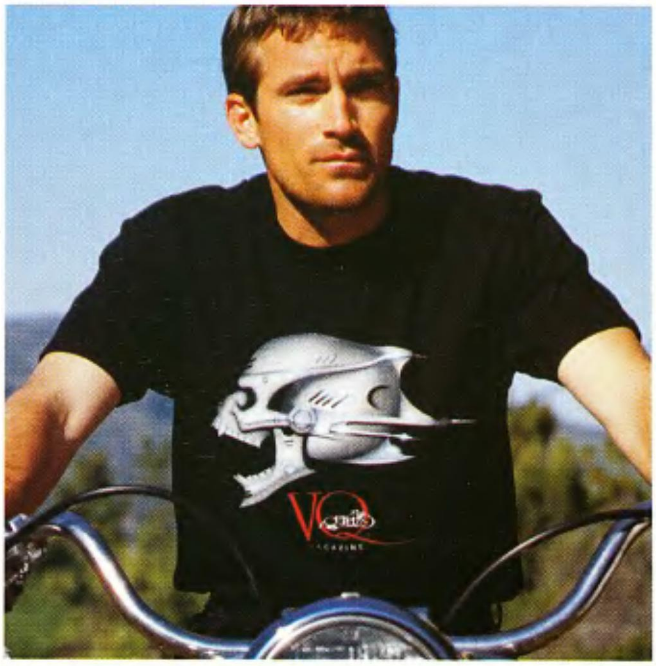
ALL THE ELEMENTS
8862 Sizes MD, LG, XL, XX, XXX



DAVID MANN GHOSTRIDER
8580 Sizes MD, LG, XL, XX, XXX

EAGLE & SNAKE

The lightning bolt image is on the front and back of this electric shirt.
8721 Sizes LG, XL, XX, XXX



VQ SKULL

Embroidered VQ bike logo with a screen printed design.
8790 Sizes MD, LG, XL $19.95
XX $22.95

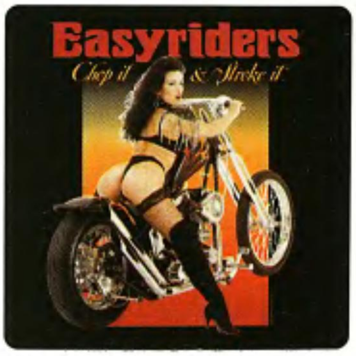
COLORADO CRUISIN
8866 Sizes MD, LG, XL, XX, XXX

VIETNAM VET
8715 Sizes MD, LG, XL, XX, XXX

WIND KISS
8861 Sizes MD, LG, XL, XX, XXX

EASYRIDERS BIKE
8390 Sizes MD, LG, XL, XX, XXX

EASYRIDERS BUTT SHOT
8820 Sizes MD, LG, XL, XX, XXX



CHOP IT & STROKE IT
8781 Sizes MD, LG, XL, XX, XXX

Ladies Biker Jacket

This all weather protector is made from top grade leather with a zip-out lining, four outside pockets and a snap down collar. You can conquer the elements with this one.
B4588 Sizes SM, MD, LG, XL $239.00

Ladies Short Leather Jacket

This sleek riding jacket is made from fine grade leather and has three front pockets and a durable zip up front. It may be cut shorter than some, but it's long on style.
B4560 Sizes SM, MD, LG, XL $239.00

Ladies Lambskin Leather Shirt

Tapered back super soft lambskin leather shirt has dual front snap pockets and a snap down collar. It's a shirt you'll never want to take off.
B7200 Sizes SM, MD, LG, XL $159.00

Ladies Band Collar Jacket

We took the collar on this one. The jacket is made from top-grade leather, the pockets are plentiful, the lining is removable and it screams…style.

B4525 Sizes SM, MD, LG, XL $349.00

Sherpa Fleece Pullover

Features include two outside pockets and an *Easyriders* embroidered bike logo.

4205 Sizes MD, LG, XL, XX, XXX $89.00

Glamour Vest

Soft, lined, black leather vest has an adjustable back strap, four zipper pockets and a zipper front.

B5520 Sizes SM, MD, LG, XL $109.00

Sherpa Fleece Jacket

This jacket gives you the warm feeling of a blanket while it features two outside pockets and an *Easyriders* embroidered bike logo.

4200 Sizes MD, LG, XL, XX, XXX $89.00

Leather and Spandex Pants

Soft, supple leather in a tapered leg cut with a Spandex back, these pants have a single zipper design for a great fit. You can hug them. They'll hug you back.

N5009 Sizes SM, MD, LG $134.95

Leather and Spandex Vest

With soft leather in front and back, Spandex sides and a unique leather lattice design back, you've never seen anything like it.

N5011 Sizes SM, MD, LG $119.95

Stiletto Bra

Leather and Spandex top are cut and trimmed to flatter. Steel details and zipper back with elastic side panels hug the body all day long.

N5004 Sizes SM, MD, LG $94.95

C&C Classic Jacket

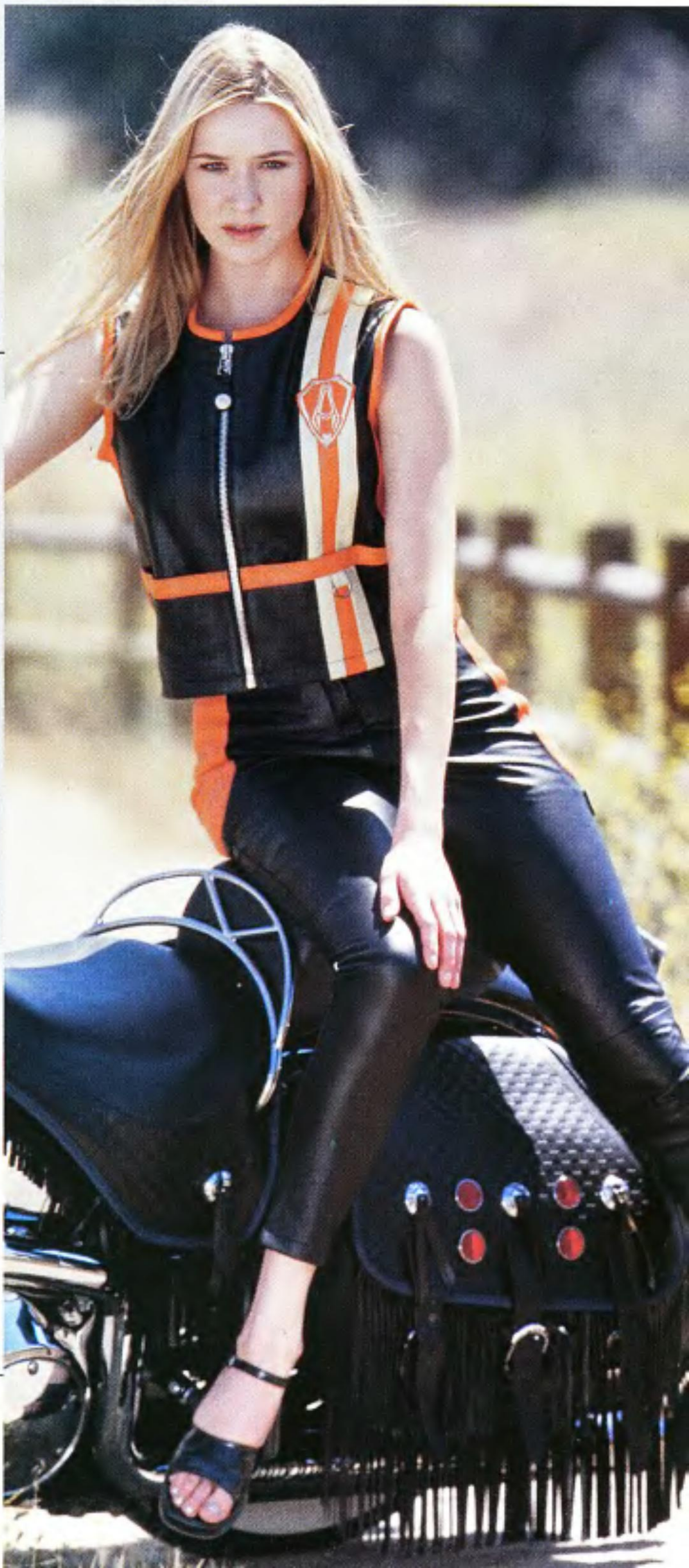
Lightweight suede and die cut leather is combined with single stitch embroidery, frisbee lining, removable armor and cuff zippers.

N5001 Sizes SM, MD, LG, XL, XX $279.95

To place an order or locate a dealer near you call **(800) 247-6246**

Chopper Jacket

Part of the Team Ness product line, this limited edition jacket features 2-tone leather, cuff zippers, mesh lining and a mandarin collar.
N5005 Sizes SM, MD, LG, XL, XX $389.95



Raceware Vest

Butter soft black cowhide with die-cut orange details, a full length zipper and soft cotton lining, this vest is a high speed, high fashion item.
N5013 Sizes SM, MD, LG, XL, XX $199.95

Stiletto Shorts

Trimmed out to match the style of the top on page 51, these shorts have a zipper, a snap front, leather belt loops, and four pockets.
N5006 Sizes SM, MD, LG, XL
$139.95

Stiletto Skirt

Cut to a mid thigh length with snap front and two rear pockets, the steel details add a style you won't find anywhere else.
N5007 Sizes SM, MD, LG
$139.95

Raceware Pants

Tapered legs combine leather with orange elastic side panels for beautiful form and comfortable fit.
N5014 Sizes SM, MD, LG, XL, XX $179.95

Ladies Turtleneck

Made from a form-fitting cotton/lycra blend, this sexy yet elegant turtleneck will follow you from your daytime adventure into a nighttime romance.

3840 Sizes SM, MD, LG $19.95

New!

Lycra Drawstring Top

This sweet little number was inspired south of the border and will look great all the way to the moon. It is made of 100% cotton/lycra and feels very sexy on your skin. You can pull the cap sleeves off your shoulder and adjust the drawstring to fit your figure just right.

Black 3957 • Red 3958 Sizes SM, MD, LG, XL $29.95

Red

V-Neck Shirt

Short sleeves and a comfortable V-neck design make this an instant favorite. Available in three colors.

4107 Raspberry • 4105 Black • 4106 Sea Foam

Sizes SM, MD, LG, XL $19.95

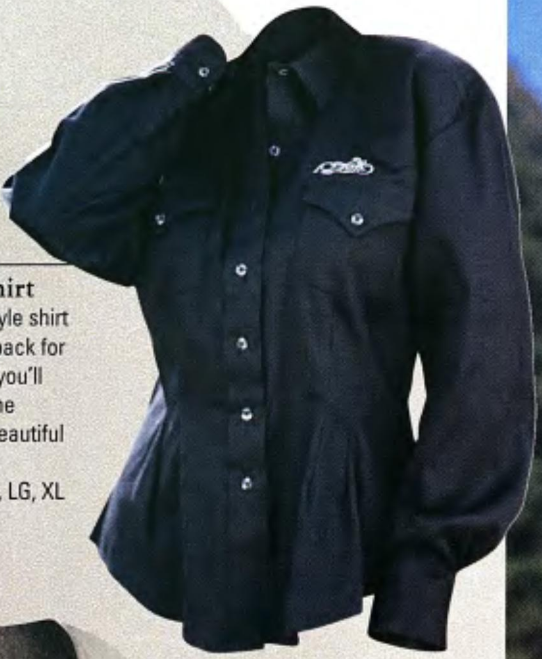
Textured Top

Soft as an angel's wing, it's no wonder there's a silk screened angel design on the front of this long sleeved 100% cotton textured top.

3780 Sizes SM, MD, LG, XL $24.95

Animal Print Glamour Vest

Styled after our ever-popular soft black leather glamour vest (see pg 19), this vest is made of rugged leather with a leopard-skin look.
B5575 Sizes SM, MD, LG $69.00



Western Dress Shirt

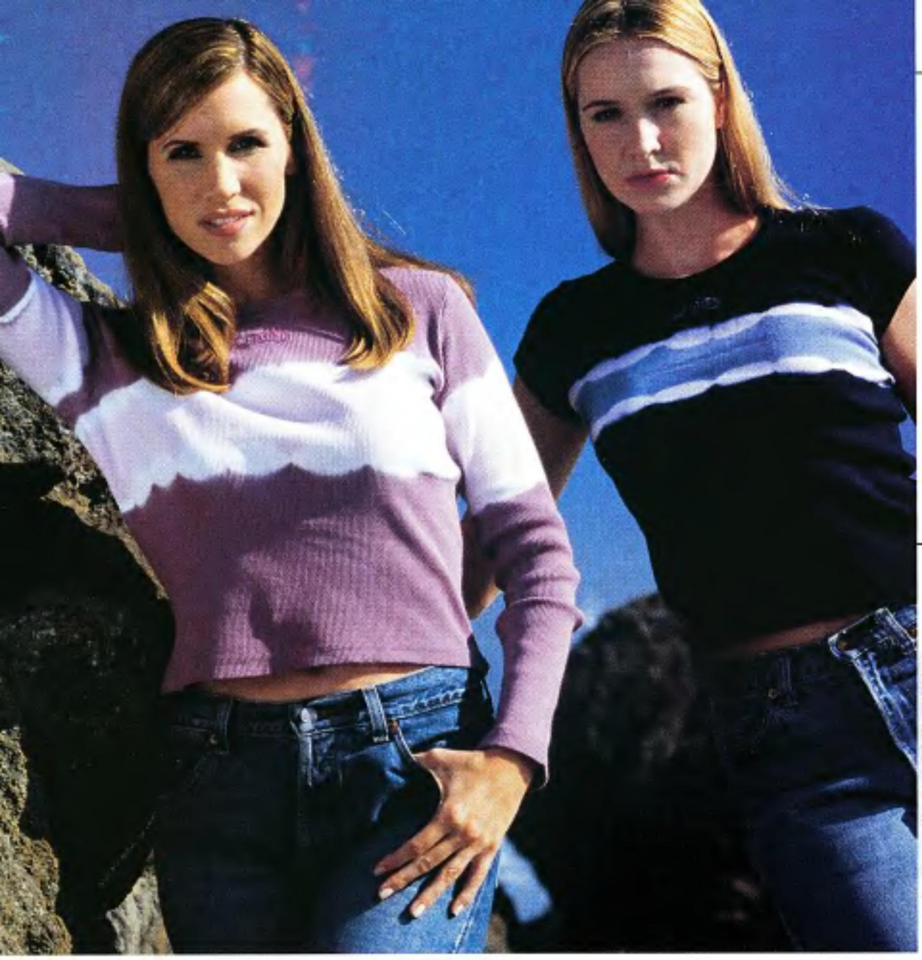
This classic western-style shirt has a pleated/tapered back for a flattering fit. Up front you'll find two pockets, and the whole thing comes in beautiful biker black.
7220 Sizes SM, MD, LG, XL
$29.95

Khaki Lace-Up Top

Made of 100% cotton, this khaki lace-up top features an embroidered bike logo on the sleeve.
4007 Sizes SM, MD, LG, XL
$19.95

Rampage Leather Jeans

Satin-lined with zippered leg closures and expandable back panel allow a great fit that'll stop traffic anywhere you go.
B7120 Sizes 6 (27"), 8 (28"), 10 (29"), 12 (31"), 14 (32"), 16 (33") $209.00



New!

Long Sleeve Tie Dye Rib Top

From 1960 to the year 2000 plus, the artistic look of tie dye will always be in style. Each shirt is unique with great color combinations. Made from 100% cotton.
A9512 Chambray/Slate • A9513 Celery/Olive • A9514 Celery/Forest • A9515 Pink/Red • **A9516 Peach/Red** • A9517 Ash/Smoke
Sizes SM, MD, LG, XL $39.95

New!

Short Sleeve Tie Dye Rib Top

For those who prefer short sleeves, this shirt has the same great designs and colors as the long sleeve. Both versions are machine washable and made in the U.S.A.
A9518 Cham/Navy • A9519 Chambray/Slate
A9520 Celery/Olive • A9521 Celery/Forest
A9522 Pink/Rose • A9523 Peach/Red
A9524 Ash/Smoke
Sizes SM, MD, LG, XL $34.95

Ladies Long Sleeved Denim Shirt

Nothing goes with leather like denim. Made from 100% cotton, this is the real McCoy with the *Easyriders* logo proudly displayed.
A9426 Khaki • A9425 Stonewash Blue • A9427 Forest • A9428 Rhubarb
Sizes SM, MD, LG, XL $49.95

New!

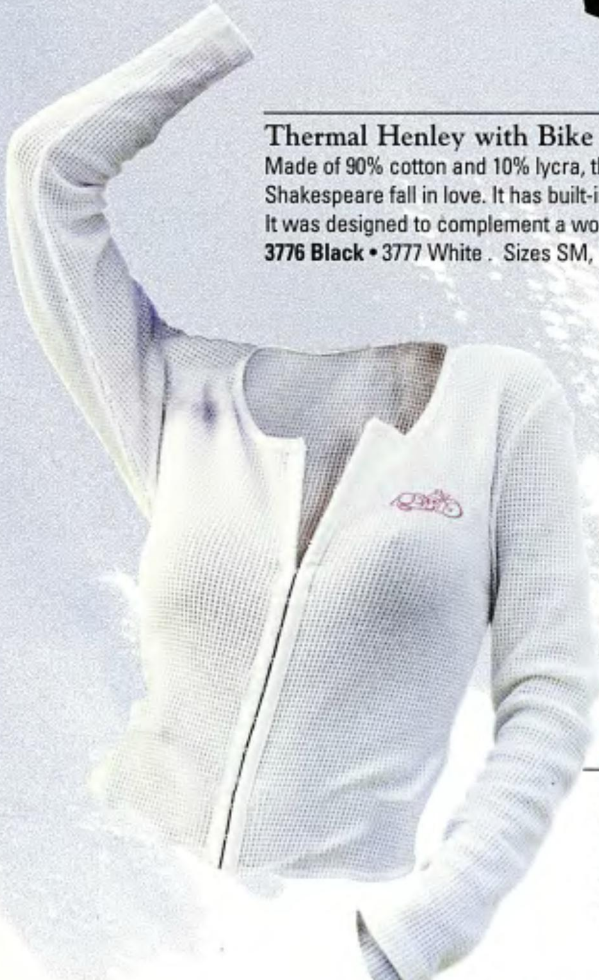
Long Sleeve Ribbed Top

This ladies shirt offers a variety of colors in a warm and comfortable cotton ribbed top. Made from 100% cotton and machine washable.
A9506 White • A9507 Red • A9508 Navy • **A9509 Heather**
A9510 Black
Sizes SM, MD, LG, XL $19.95

Gray Open Shoulder Top
This shirt has a scooped neck, cut-out shoulders, and an attractive southwest silk screened design, all combined on a 100% cotton shirt. All it needs to make it look great is you.
3850 Sizes SM, MD, LG, XL $19.95

New!
Empire Sheer Top
Sheer beauty! This shirt covers enough to wear anyplace and it reveals just enough to entice some mystery. It can be worn on or off the shoulder. Create some mystery of your own.
3956 Sizes SM, MD, LG, XL $44.95

New Color!
Thermal Henley with Bike
Made of 90% cotton and 10% lycra, this ladies top would make Shakespeare fall in love. It has built-in support in just the right places. It was designed to complement a woman's body.
3776 Black • 3777 White . Sizes SM, MD, LG, XL $29.95



White
Red
Black
Natural

New Color!
Hook and Eye Thermal
You'll be hooked on this new Ladies thermal. Though it's cut from 100% cotton and 14 oz heavyweight jersey, it's light and comfortable close to your skin.
4010 White • 4014 Red • 4015 Black • 4016 Natural
Sizes SM, MD, LG, XL $34.95

Mens & Ladies Nastyfeet Boots

These handcraftred boots are made with Goodyear Welt construction, reinforced shanks, oil resistant soles and nasty cusioned insoles. (Approx. 11" high.)

Mens 2515 Sizes 8, 8 ½, 9, 9 ½, 10, 10 ½, 11, 11 ½, 12 $169.00
Ladies 2516 Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 10 $159.00

New!

Mens Trux

Traditional style with tough leather and easy pull on strap.

W2412 Sizes 7, 7½, 8, 8½, 9, 9½, 10, 10 ½, 11, 11½, 12, 13
$99.00

Mens & Ladies Logger Boots

Rugged as they come with full grain leather uppers, heavy-duty oil-resistant Vibram soles and hand-crafted with Goodyear Welt construction. Pass them down to your grandkids.

Mens 2525 Sizes 8, 8 ½, 9, 9 ½, 10, 10 ½, 11, 11 ½, 12 $129.00
Ladies 2526 Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 10 $129.00

New!

Mens Mechanic

Lace up front, cushioned ankle, and metal detail.

W2411 Sizes 7, 7½, 8, 8½, 9, 9½, 10, 10 ½, 11, 12, 13 $77.00

Mens & Ladies Dirt Rider

Half boot with large silver buckle.

Mens W2407 Sizes 6, 6½, 7, 7½, 8, 8½, 9, 9½,10, 10½, 11, 11½, 12, 13 $125.00
Ladies W2402 Sizes 6, 6½, 7, 7½, 8, 8½, 9, 9½,10 $118.00

New!

Mens Turbo

Lace up front with a zipper support, cushioned top and sure grip soles.

W2410 Sizes 7, 7½, 8, 8½, 9, 9½, 10, 10 ½, 11, 12, 13 $96.00

Mens Moto Man & Ladies Moto Girl

High boot with lots of leather, lots of metal and lots of style. (Moto Girl has no front hardware)

Mens W2406 Sizes 6, 6½, 7, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12, 13 $129.00
Ladies W2401 Sizes 6, 6½, 7, 7½, 8, 8½, 9, 9½, 10 $125.00

Mens Honcho

Half boot with large buckle and metal front and rear.

W2409 Sizes 7, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12, 13, 14 $99.00

New!

Mens Low Jack

Lace up front, cushioned ankle, reinforced toe and metal detail.

W2413 Sizes 7, 7½, 8, 8½, 9, 9½, 10, 10 ½, 11, 11½, 12, 13 $85.00

Mens Militia

High top leather boot with the secure fit of zip up, cross tie closures.
W2405 Sizes 6, 6½, 7, 7½, 8, 8½, 9, 9½, 10, 10 ½, 11, 11½, 12, 13 $110.00

Mens Hombre

Classic black motorcycle boot with T-straps and squared off toe.
W2408 Sizes 7, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12, 13, 14 $129.00

Ladies Diablo

Platform front and chunky heel.
W2403 Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 10 $108.00

Ladies Roadster

Hiking boot. (If you're hiking on Mars)
W2400 Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 9½,10 $110.00

Mens & Ladies Deerskin Gloves

When you slip on a pair of these Men's Deerskin Gloves, you'll enjoy the luxurious feel and comfort, plus the advantage of proven durability. Made in the U.S.A.

Mens 2275	Sizes SM, MD, LG, XL	$39.95
Ladies 2276	Sizes SM, MD, LG, XL	$39.95

Men's & Ladies Deerskin Gauntlet Gloves With Thinsulate

You can run the gauntlet in safety and comfort with these gloves. The rugged good looks and extra protection are enhanced by the warmth of Thinsulate construction. Made in the U.S.A.

Mens 2285	Sizes SM, MD, LG, XL	$69.00
Ladies 2286	Sizes SM, MD, LG, XL	$69.00

Men's & Ladies Deerskin Gloves With Thinsulate

These mens gloves with Thinsulate offer extra comfort during colder riding days and nights. The Thinsulate fibers trap more air and insulate better than other materials. Made in the U.S.A.

Mens 2280	Sizes SM, MD, LG, XL	$55.00
Ladies 2281	Sizes SM, MD, LG, XL	$55.00

New!

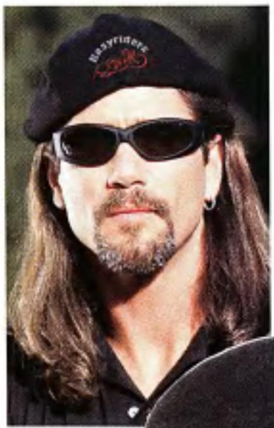
Easyriders Bike Logo Hats

These low profile hats are made of 100% cotton denim and have an adjustable cloth strap.
300366 Navy • 300367 Khaki • 300368 Ivory • 300369 Black $19.95

New!

Ladies Animal Print Cap

Pure animal attraction. This cap does more than keep the sun out of your eyes. 300365 $19.95



Beretta Cap

The newest in biker cool. Snap-brim felt cap worn backwards shows off the tasty embroidered Easyriders logo. Made in the U.S.A.
3000 Sizes SM/MD, LG/XL $19.95

New!

Bull Denim Cap

You can wear it anyway you want to and still look cool. This hat features an embroidered bike logo on a black bull denim cap. Made in the U.S.A.
3001 Sizes SM/MD, LG/XL $19.95

New!

Travel Sport Bag

This leather travel sport bag measures 23" x 11" x 12" and can really hold a bundle. It has a shoulder strap and handle with two zippered pockets and a double zippered center compartment.

700014 $109.00

New!

Sissy Bar Bag

This bag is like having two bags in one. It measures 19"high x 17" wide x 9"deep with an attachable barrell bag measuring 14" x 9 ½" and it fits most sissy bars.

700089 $129.00

New!

Back Pack

What a bag! This made-for-the-motorcycle-rider backpack has padded adjustable shoulder straps, one front zippered pocket, two side velcro pockets and a top zipping center compartment. Like we said, "What a Bag".

700015 $99.00

New!

Bi-Fold Wallet

These wallets are made from full-grain naturally tanned domestic hides that are drum dyed. They also feature the Easyriders bike logo. Colors may vary. Measures 4½" x 3½". Inside features plastic photo/card insert that holds 5 or 10 back to back, 4 credit card compartments, two more compartments and a larger pocket for paper money. Colors will vary.

700062 Earth Tones $19.95

New!

Zipper Biker Wallet with Chain

There's nothing like a chain to keep your wallet from wandering away from you. These wallets are made from full-grain naturally tanned domestic hides. The inside features a zipper compartment for change and small ID or card compartment, as well as one for paper money, while the outside has a zippered compartment. They are attractively drum dyed in Earth Tone hues. Colors may vary. Measures 6" long x 3½" wide and includes the Easyriders Bike Logo on the front. Colors will vary.

700060 Earth Tones $19.95

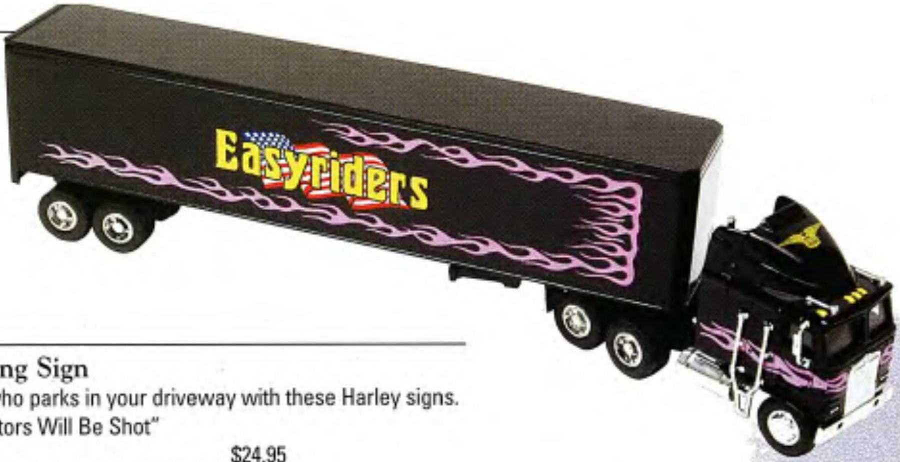
New!

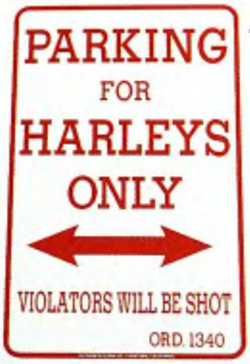
Zippo Lighter Pouches

S190020 Black $10.95
S190021 Brown $10.95

Collector Truck Model

Add to your own collection or give someone a great gift. The limited-edition *Easyriders* trailer/coin bank is built to 1/64th scale in durable die-cast metal. It features a Kenworth cab-over and a key-lock, and it arrives in a special four-color carton with the *Easyriders* history.
253003 $44.95





Harley Parking Sign

Let it be known who parks in your driveway with these Harley signs.
Metal sign "Violators Will Be Shot"
150051 $24.95
Plastic sign (not shown) " Violators Will Be Towed"
150053 $7.95

B

C

A

A. Easyriders Goldtone Pocket Watch

Retire your old watch and tell time in style with this gold pocket watch complete with an Easyriders Logo.
T160202 $69.95

B. Easyriders Watch with Pouch

This precision timepiece not only has a great look, it has a great looking leather pouch to carry it around.
T160201 $89.95

C. Easyriders Flip Cover Watch

Pop the top of this stylish accessory and reveal the bad boy ticker inside. This watch includes a wooden crate type box. T160200 $79.95

D G H E I F

LIGHTERS

EASYRIDER LIGHTERS FROM ZIPPO

Flip one open and hear the click. That's the sound of a Classic Zippo windproof lighter with the *Easyriders* logo up front. Available in a variety of finishes. And for almost seven decades now each Zippo lighter has been made in the USA. So hot yet so cool.

D.	S190004	Chopper Chrome	$21.95
E.	S190005	Brushed Chrome with Skull	$19.95
F.	S190006	Black Crackle	$23.95
G.	S190002	Chrome with Logo	$21.95
G.	S190003	Matte white with Logo (not shown)	$21.95
H.	S190001	Eagle with Flag	$23.95
I.	S190000	Brush Brass Wings	$24.95

1

2

3

Harley Collector Models

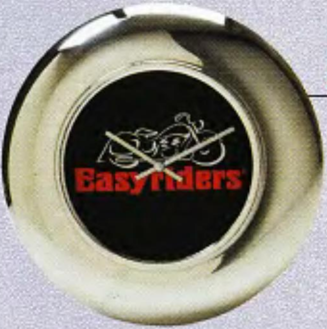
Authentic Harley 1/18 scale models are made with a die cast metal body, a working suspension, and accurate details down to the spokes.

1. 160156	FLSTS™ Heritage Springer® 95th	$9.95
2. 160158	XL™ 1200C Sportster® 95th	$9.95
3. 160155	FLHR™ Road King® 95th	$9.95
4. 160157	FLSTF™ Fat Boy® 95th	$9.95
5. 160160	FLH™ Electra Glide® Standard 95th	$9.95
6. 160159	FXDWG™ Dyna Wide Glide® 95th	$9.95

4

5

6



New!

Aluminum Wall Clock

This clock is a heavy hitter when it comes to time. It is made of polished aluminum and measures 11 ¾" x 11 ¾" with a 7 ½" dial. Made in the U.S.A.

290050 $49.95

New!

Slant Mantel Clock

This handsome clock doesn't need a mantel to look good. It's a great way to keep track of time no matter where you put it. Measures 4"x4"x4" with a 3 ½" dial. Made in the U.S.A.

290049 $29.95

New!

Aluminum Wall/Desk Clock

You'll love watching the time go by on this heavy duty desk clock. It measures 6 ¾" x 6 ¾" with a 3 ½" dial. Made in the U.S.A.

290051 $29.95

New!

Wooden Cigar Cases

Keep your expensive cigars fresh when you're on the road. These hand-made cases are crafted in dark walnut with a laser engraved bike logo and have a hidden magnetic closure. Available in two sizes. (Cigars not included.)

253005 Holds 2 Cigars $29.95

253006 Holds 3 Cigars $34.95

Christmas Cards

Choose a boxed set of twelve cards and envelopes available in your favorite design, or as a mixed assortment. Order by item number listed right to left with inside sayings.

Mixed Set (1 each of the 12 cards),
110330 $8.95

110313 Breakin' thru to a Merry Christmas and a New Year's blast.

110315 Harley with your lights so bright, won't you guide my ride tonight.

110314 Spreadin' biker goodwill to all.

110310 Have the ride of your life this season.

110301 (A Biker Christmas Story)

110328 Happy Holidays

110325 Season's Greetings

110327 Season's Greetings

110319 Spreakin' biker goodwill this holiday season

110324 Here's hopin' you get all the toys you asked for this Christmas

110326 Merry Christmas

110329 I'm dreaming of a ride this Christmas

110327

110319

110310

110301

110328

110327

110313

110315

110314

110324

110326

110329

EASYRIDERS FRANCHISE STORES

Scottsdale, AZ
480-947-4423

Denver, CO
303-584-9886

Daytona Beach, FL
904-238-1645

Ft. Myers, FL
941-931-3111

Atlanta, GA
770-914-6076

Columbus, GA
706-321-1755

Valdosta, GA
912-245-9057

Merrillville, IN
219-736-BIKE

New Orleans, LA
504-887-6968

Detroit, MI
810-783-7300

Minneapolis, MN
612-340-0400

St. Louis, MO
636-230-6400

Greensboro, NC
336-292-4262

Albuquerque, NM
505-830-EASY

Las Vegas, NV
702-368-7808

Reno, NV
775-322-2250

Cincinnati, OH
513-860-EASY

Cleveland, OH
216-241-7800

Columbus, OH
614-224-9400

Tulsa, OK
918-459-9066

Myrtle Beach, SC
843-236-BIKE

Sturgis, SD
605-347-4595

Dallas, TX
214-357-0707

Houston, TX
281-752-6966

Salt Lake City, UT
801-994-7888

Bellevue, WA
425-635-0993

Cambridge, Ontario
519-650-EASY or
Inside Canada
800-266-6332

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MILLENNIUM TOUR

FIVE GREAT SHOWS!

Easyriders® BIKE SHOW TOUR 2000

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POMONA, CALIFORNIA
FAIRPLEX

JANUARY 15, 2000
SACRAMENTO, CALIFORNIA
SACRAMENTO CONVENTION CENTER

JANUARY 22, 2000
CHARLOTTE, NORTH CAROLINA
CHARLOTTE CONVENTION CENTER

FEBRUARY 12, 2000
PHILADELPHIA, PENNSYLVANIA
PENNSYLVANIA CONVENTION CENTER

INVITATIONAL!
3-BIG DAYS
FEBRUARY 18, 19, 20, 2000
COLUMBUS, OHIO
VETERANS MEMORIAL EXPO

TATTOO GALLERY

- Wall-to-Wall Custom Show Bikes
- Motorcycle Accessories
- Calendar Girl Contest
- Door Prizes
- Manufacturers Row
- Live Music

IT'S EASY TO ENTER!

EACH REGIONAL BIKE SHOW will have two competition classes: Spectator Class and Judged Class. We will award 22 trophies in the spectator class, and 18 trophies in the judged class. The top three in each class (Spectator: Best of show 1st - 3rd, and Judged: Best of show 1st - 3rd) will each receive a $1,000 award certificate (you must have your bike entered and on display at Columbus in order to collect the $1,000), a feature in one of our magazines and a trophy.

HERE'S HOW TO REGISTER:
1. Call 1-800-962-9857 and request an application.
2. Return application with entry fee before deadline.
3. Show up, check-in and best of luck.

All interested exhibitors call (800) 962-9857

For host hotel information call (818) 701-0100

Promoted by Easyriders, Inc.

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